Part One

Introduction and Project Description

1.1 Introduction and Study Approach

INTRODUCTION

PURPOSE OF THE EIR

This program Environmental Impact Report (EIR) analyzes the potential significant impacts of the adoption of the 2001 Regional Transportation Plan (RTP) by the Metropolitan Transportation Commission (MTC).

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area. Created by the State Legislature in 1970, MTC functions as both the regional transportation planning agency (RTPA)—a state designation—and for federal purposes as the region's metropolitan planning organization (MPO). As required by state and federal law, MTC adopts an updated RTP no less frequently than every three years.[1] The RTP must span a period of at least 20 years into the future. The planning horizon of the 2001 RTP will be to the year 2025.

The last major update of the RTP was adopted by MTC in October 1998 and was subsequently amended in May 1999 and May 2000. A program EIR for the 1998 RTP was certified by MTC in October 1998. A Supplemental EIR was then adopted in May 1999 to address the first administrative amendment to the 1998 RTP; an Addendum to the EIR was adopted in May 2000 to address the second administrative amendment to the 1998 RTP.

The 2001 RTP is a program of related actions designed to coordinate and manage future transportation improvements among the various counties and agencies operating within the region. Federal planning regulations require that the RTP be financially constrained to the projected transportation revenues that will be available over the planning period. Federal regulations also permit the RTP to include a set of illustrative transportation projects that would have benefits if additional revenues are secured in the future. Any transportation project receiving federal or state transportation funds must be included in the RTP and generally have a separate project-specific California Environmental Quality Act (CEQA) and/or National Environmental Protection Act (NEPA) document prepared by the project sponsor prior to MTC approval of the project. The specific projects included in the proposed 2001 RTP are described in Part Two of this EIR.

While MTC along with other regional agencies prepares Regional Airport and Seaport plans, they are advisory and projects in these plans do not require MTC funding or approvals. As such, the environmental impacts of these plans are analyzed in separate environmental review processes and EIRs.

[1] Government Code §65080 et seq., of Chapter 2.5; U.S. Code, Title 23, §134 and 135 et seq.

This environmental assessment of the 2001 RTP fulfills the requirements of CEQA and is designed to inform decision-makers, responsible and trustee agencies, and the general public of the proposed action and the range of potential environmental impacts of that action. The EIR recommends a set of measures to mitigate any significant adverse regional impacts identified in the analysis of the 2001 RTP. The final EIR will include a Mitigation Monitoring Program that identifies who will be responsible for implementing the measures. This EIR also analyzes alternatives to the proposed action. The EIR process provides an opportunity to identify transportation, economic, and social benefits of the 2001 RTP that might balance some adverse environmental impacts. As the lead agency for preparing this EIR, MTC will use it in its review of and prior to adopting the 2001 RTP.

This EIR represents the best effort to evaluate the 2001 RTP given its long-term planning horizon. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development, travel patterns, mode of travel, and technological factors.

SCOPE OF THE EIR

The 2001 RTP EIR is a program EIR, as defined in the CEQA Guidelines. Section 15168 of the CEQA Guidelines defines a program EIR as: "[An EIR addressing a] series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) A[s] logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways."

Program EIRs can be used as the basic, general environmental assessment for an overall program of projects developed over the 25 year planning horizon. A program EIR has several advantages. First, it provides a basic reference document to avoid unnecessary repetition of facts or analysis. Second, it allows the lead agency to look at the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative impacts.

As a programmatic document, this EIR presents a region-wide, corridor-by-corridor assessment of the potential impacts of the 2001 RTP. It does not evaluate site-specific impacts of individual projects, all of which are required to comply with CEQA.

Areas of Evaluation

As provided for in the CEQA Guidelines, the focus of this EIR is on those specific issues and concerns identified as possibly significant by MTC in its Notice of Preparation (see Appendix A). These environmental issues and areas of concerns include:

- **Transportation and Traffic:** How would the 2001 RTP affect travel behavior and the performance of the Bay Area's transit systems and streets and highways?

- **Air Quality:** What effect would the transportation investments in the 2001 RTP have on regional air quality, including ozone and particulates?
- **Energy/Emissions Contributing to Global Warming:** How would the 2001 RTP affect non-renewable energy use connected with construction of new projects and the operation of motor vehicles and transit? Also, since consumption of fossil fuel is related to global warming, how would implementation of the 2001 RTP affect emissions of gases which contribute to global warming?
- **Geology and Seismicity:** Would construction of projects in the 2001 RTP expose travelers or structures to greater risk of injury or loss of life due to earthquakes, landslides, or liquefaction?
- **Biological Resources:** To the extent known for certain projects, would the 2001 RTP disturb or reduce important habitats for plant and animal species, especially rare and endangered species? Would transportation improvements in 2001 RTP obstruct the migration and movement of species within their habitats?
- **Water Resources:** Would the 2001 RTP significantly affect changes in absorption rates, drainage patterns, rates or quality of surface water runoff or increases in flooding within the region?
- **Visual Resources:** Would transportation improvements in the 2001 RTP obstruct regionally significant scenic views or create aesthetically displeasing views?
- **Noise:** Would there be significant changes in community noise levels resulting from increases in regional traffic and proposed projects in the 2001 RTP?
- **Cultural Resources:** Would transportation improvements in the 2001 RTP lead to the destruction or damage of archaeological or historical resources within the region, both those that are identified and those yet unknown?
- **Population, Housing, and Social Environment:** Would the 2001 RTP induce substantial growth in the region beyond adopted regional population projections? Would proposed projects in the 2001 RTP displace a large number of people or physically divide established communities?
- **Land Use:** Would the 2001 RTP convert significant amounts of prime agricultural lands from natural resource uses to transportation uses? Would the transportation projects and programs conflict with local plans?

Impact areas not specifically discussed include recreation, utilities and service systems, public services, and hazards. As indicated in the Notice of Preparation for the 2001 RTP EIR, no significant impacts of regional importance are expected to occur in these areas. These impact areas will be addressed in project-specific environmental documents.

2001 RTP EIR ORGANIZATION

Summary

This EIR begins with an executive summary of the proposed 2001 RTP which includes a review of the potentially significant adverse regional environmental impacts of the proposed 2001 RTP and the measures recommended to mitigate those impacts. The executive summary also notes whether those measures mitigate the significant impacts to a level of insignificance. Finally, the executive summary describes the alternatives, their merits compared to the 2001 RTP, and dismisses the environmentally superior alternative.

Part One: Introduction and Project Description

Part One includes two chapters. Chapter 1 describes the relationship between the 2001 RTP and the EIR and describes the basic legal requirements of a program level EIR. It discusses the level of analysis and the alternatives considered as well as how this EIR is related to other environmental documents and its intended uses. Chapter 2 introduces the purpose and objectives of the 2001 RTP and summarizes specific information that will be used to describe the 2001 RTP and complete the EIR analysis. This includes a discussion of the existing project setting and an outline the Bay Area's projected population and employment growth rates and development patterns through the planning horizon to the year 2025. In addition, State and Federal legislation that guides the development of the RTP process is reviewed. Finally, this chapter introduces the proposed 2001 RTP and four project alternatives.

Part Two: Setting, Impacts, and Mitigation Measures

Part Two describes the existing environmental setting for each of the environmental impact areas analyzed in the EIR, the potential impacts that the proposed 2001 RTP would have on these areas, and measures to mitigate the potential impacts identified. Each impact area is analyzed in a separate chapter. Each chapter is organized as follows:

- Environmental setting;
- Criteria of significance;
- Methods of analysis;
- Summary of impacts (direct and indirect/cumulative); and
- Significant impacts and mitigation measures (direct and indirect/cumulative).

Part Three: Alternatives and CEQA Required Conclusions

Part Three includes a description of four transportation alternatives to the proposed 2001 RTP and an assessment of their potential to achieve the objectives of the 2001 RTP while reducing potentially significant adverse regional environmental impacts. Part Three also includes a comparison and summary of any potentially significant adverse regional environmental impacts that implementation of the alternatives would have for each of the environmental impact areas. As required by CEQA, an environmentally superior alternative is identified. Finally, Part Three

includes an assessment of the impacts of the proposed 2001 RTP in several subjects areas required by CEQA, including:

- Significant irreversible environmental changes;
- Growth-inducing impacts; and
- Cumulative impacts.

Part Four: Appendices

Part Four includes the EIR appendices. Appendix A includes the Notice of Preparation (NOP) of this EIR and Appendix B includes copies of the letters received on the NOP. Appendix C includes detailed project lists for the proposed 2001 RTP and the four alternatives studied here. Finally, Appendix D includes a detailed discussion of the regulatory setting associated with biological resources and a detailed list of special-status species in the Bay Area with the potential to occur in or near the transportation improvements proposed in the 2001 RTP. More detailed descriptions of additional significant ecosystems in the Bay Area that are not outlined in Part Two are also included.

APPROACH TO THE STUDY

ALTERNATIVES

This EIR will evaluate the impacts of the proposed 2001 RTP and four transportation alternatives. A summary of the 2001 RTP is included in Chapter 1.2 and a full description of the four alternatives is in Chapter 3.1. The alternatives are as follows:

- **No Project Alternative** – This includes transit, local roadway, bicycle, and pedestrian projects that are in advanced planning stages and slated to go forward since they have full funding commitments. These projects are identified in the federally required Fiscal Year 2001 Transportation Improvement Program (TIP) and include fully funded sales tax projects authorized by voters in five Bay Areas counties, including sales tax reauthorizations in Alameda and Santa Clara Counties from the November 2000 election.
- **System Management Alternative** – This alternative includes a set of projects intended to address existing corridor mobility issues. It emphasizes the application of available funds in ways that would improve the operational efficiency of the existing transportation system, such as more express bus service, reversible carpool lanes, and a better connected HOV and transit system. This alternative provides more funding for street and road pavement maintenance shortfalls. Freeway ramp metering is assumed for the most congested corridors. Congestion pricing is assumed on the Bay bridges to generate additional revenues, including transit operating revenues, and some highway projects are deferred to provide additional capital funding.
- **Blueprint 1 Alternative** – This alternative includes the 2001 RTP projects plus projects considered in MTC's 2000 *Bay Area Transportation Blueprint for the 21st Century* that could be funded if certain new revenue sources are developed. These revenue sources are

considered reasonable in that they represent extensions of or increases to existing funding sources, or have legislative authorization to be developed or implemented. Potential sources of new revenue include a regional gas tax of up to 10-cents, higher bridge tolls, new and extended sales taxes in various counties, BART bonds, and continuation of higher state transportation funding levels as recently provided in the Governor's 2000 *Transportation Congestion Relief Program (TCRP)*, and passed by the State Legislature as a proposed constitutional amendment on the March 2002 ballot.

- **Blueprint 2 Alternative** – This alternative includes the Blueprint 1 Alternative projects plus projects considered in MTC's 2000 *Transportation Blueprint for the 21st Century* for which a funding source has not yet been identified. Many of these projects are being considered in other ongoing planning studies, including expanded ferry service, a California High Speed Rail system, and other long-term highway and transit improvements. Since this alternative includes all of the Blueprint 1 projects, it represents the most extensive set of transportation projects that could be funded under the most optimistic assumptions about future revenues.

LEVEL OF ANALYSIS

This EIR focuses primarily on regional impacts, but also addresses transportation corridor impacts for a number of the environmental impact areas. This approach reflects the organization of the 2001 RTP which presents information and transportation investments in a corridor format. MTC has defined 15 multi-modal travel corridors in the 2001 RTP in recognition of their primacy as determiners of regional travel patterns. Since publication of the 1998 RTP EIR, a new corridor called the "Inter-regional Gateway" corridor has been added to highlight projects located at county boundaries. Where project level information is available or can be surmised as to potential impacts, these impacts are discussed under the assumption that they may individually or cumulatively contribute to regional impacts (this would need to be verified in subsequent project-level environmental documents). Many of the projects evaluated in the 1998 RTP are carried forward to the 2001 RTP. Refer to Chapter 1.2 and Appendix C for a more detailed description of these corridors and projects.

TYPES OF IMPACTS

According to the CEQA Guidelines, the following general types of environmental impacts need to be considered:

- **Direct or primary impacts** which are caused by the project and occur at the same time and place.
- **Indirect or secondary impacts** which are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect or secondary impacts may include *growth-inducing impacts* and other impacts related to induced changes in the pattern of land use, population density, or growth rate, and related impacts on air and water and other natural systems, including ecosystems. Indirect or secondary impacts may also include *cumulative impacts*.

- **Short-term impacts** which are those of a limited duration, such as the impacts that would occur during the construction of a project.
- **Long-term impacts** which are those of greater duration, including those that would endure for the life of a project and beyond.
- **Irreversible environmental changes** which may include current or future commitments to using non-renewable resources, secondary, or growth-inducing impacts that commit future generations to similar uses. Also irreversible change can result from risks of accidents and injury associated with the project.
- **Cumulative impacts** that include two or more individual impacts which, when considered together, are considerable or which compound or increase other environmental impacts. The individual impacts may be changes resulting from a single project or a number of separate projects. The cumulative effect from several projects is the change in the environment which results from the incremental effect of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.

As a program level EIR, individual project impacts are not addressed in detail; rather the focus of this EIR is to address the impacts of projects, which, individually or in the aggregate, may be regionally significant. For example, the physical impacts of major regional transportation expansion projects are addressed, while potential impacts to wetlands/endangered species habitat by an interchange reconstruction project would not be discussed, unless information currently exists or it can be surmised that the effect would be large or otherwise regionally significant. All impacts of individual projects will be addressed in future corridor studies and project specific EIRs.

NO PROJECT VS. PROPOSED PROJECT COMPARISON

A comparison of the impacts of the No Project Alternative with those of the Project Alternative (the 2001 RTP) assesses the overall effect of the projects and programs in the 2001 RTP. This is accomplished by evaluating impacts in 2025, the horizon year for the RTP. The No Project and Project alternatives comparison also helps differentiate the 2001 RTP impacts from the cumulative population and employment growth impacts that would occur and which are largely independent from 2001 RTP policies and investments.

CUMULATIVE IMPACT ASSUMPTIONS

This EIR distinguishes between the impacts of the 2001 RTP investment program as a whole and the independent impacts of forecast population and employment growth, together with assumptions about where this growth will occur, which the proposed 2001 RTP projects and

programs will serve. Thus, as required by statutes, MTC assumes the regional growth estimates based upon the Association of Bay Area Governments' (ABAG) *Projections 2000*[2].

The impacts on the environment due to the adoption and implementation of the proposed 2001 RTP are not considered cumulative impacts in and of themselves. Additionally, some impacts on the environment are not under the influence of MTC and occur for reasons unrelated to its 2001 RTP investment. For instance, population growth in the Bay Area is forecast to increase substantially due primarily to increases in births and life expectancy as well as to migration factors attributed to the Bay Area economic base and quality of life. Another example is the overall trend in rising energy consumption, which can be attributed to a leveling of vehicle fuel economy. So while the provision of different mixes of transportation investments will affect travel behavior, vehicle fuel economy is controlled by the federal government and Congress.

RELATIONSHIP TO OTHER EIRs

This EIR relies on the description, analysis and conclusions contained in earlier EIRs and provides updated information for many areas. This EIR will replace the *1998 EIR for the Proposed Regional Transportation Plan (October 1998), the Supplemental EIR for the 1998 RTP (May 1999),* and the *Addendum to the EIR for the 1998 RTP (May 2000).*

As a program EIR, the preparation of this document does not relieve the sponsors of the projects listed in the 2001 RTP program from the responsibility of complying with the requirements of CEQA and/or NEPA for projects requiring federal funding or approvals. As noted, individual projects are required to prepare a more precise, project-level analysis to fulfill CEQA and/or NEPA requirements. The lead agency responsible for reviewing these projects shall determine the level of review needed, and the scope of that analysis will depend on the specifics of the particular project. These projects may, however, use the discussion of regional impacts in this EIR as a basis of their assessment of these regional or cumulative transportation impacts.

INTENDED USES OF THE EIR

The CEQA Guidelines (Section 15124(d)) require EIRs to identify the agencies that are expected to use the EIR in their decision-making and the approvals for which the EIR will be used. The MTC will use the EIR as part of its review and approval of the 2001 RTP. The lead agencies for projects analyzed in this EIR may use the EIR as the basis of their regional cumulative analysis of the impacts of the specific projects, together with the projected growth in the region.

Bay Area counties may incorporate information provided in this EIR into future county transportation plans such as Congestion Management Programs, Countywide Transportation Plans, or County bike and pedestrian plans. Other agencies expected to use the EIR include, Caltrans, congestion management agencies, transportation authorities, and transit providers in

[2] As part of the 2001 RTP planning effort, ABAG extended the forecasts in *Projections 2000* by an additional five years (from year 2020 to 2025) to correspond to the RTP horizon year of 2025.

the region (such as BART, AC Transit, Vallejo Transit, WestCAT, Muni, Caltrain, ACE, etc.), and the Bay Conservation and Development Commission.

APPROVALS FOR WHICH THE EIR WILL BE USED

This EIR is being prepared for use by MTC in its review and approval of the 2001 RTP. The 2001 RTP EIR is intended to be solely used for the approval of the 2001 RTP and should not be used for the approval of individual projects included in the 2001 RTP. However, information in this document can be referenced as applicable.

1.2 Overview of the Proposed 2001 Regional Transportation Plan

PURPOSE AND OBJECTIVES

The 2001 Regional Transportation Plan (RTP) represents the transportation policy and action statement of the Metropolitan Transportation Commission (MTC) for how to approach the region's transportation needs over the next 25 years. The 2001 RTP's assessment of future transportation conditions and the effect of proposed transportation improvements on mobility are based on the most recent growth projections of the Association of Bay Area Governments (ABAG).

The 2001 RTP proposes a set of future transportation projects and programs that can be implemented with available funding as well as identifying projects that could be considered if new funding is obtained. The 2001 RTP is intended to serve the region's mobility needs while addressing other important societal goals. The six main goals of the 2001 RTP are to:

- Improve mobility for persons and freight;
- Promote safety for system users;
- Promote equity for system users;
- Enhance sensitivity to the environment;
- Support the region's economic vitality; and,
- Support community vitality in the region.

Projects submitted for state and federal funding must be included in the 2001 RTP for MTC to approve their funding. They must also be included in MTC's funding program, called the Transportation Improvement Program (TIP) which is derived from the investment priorities in the 2001 RTP.

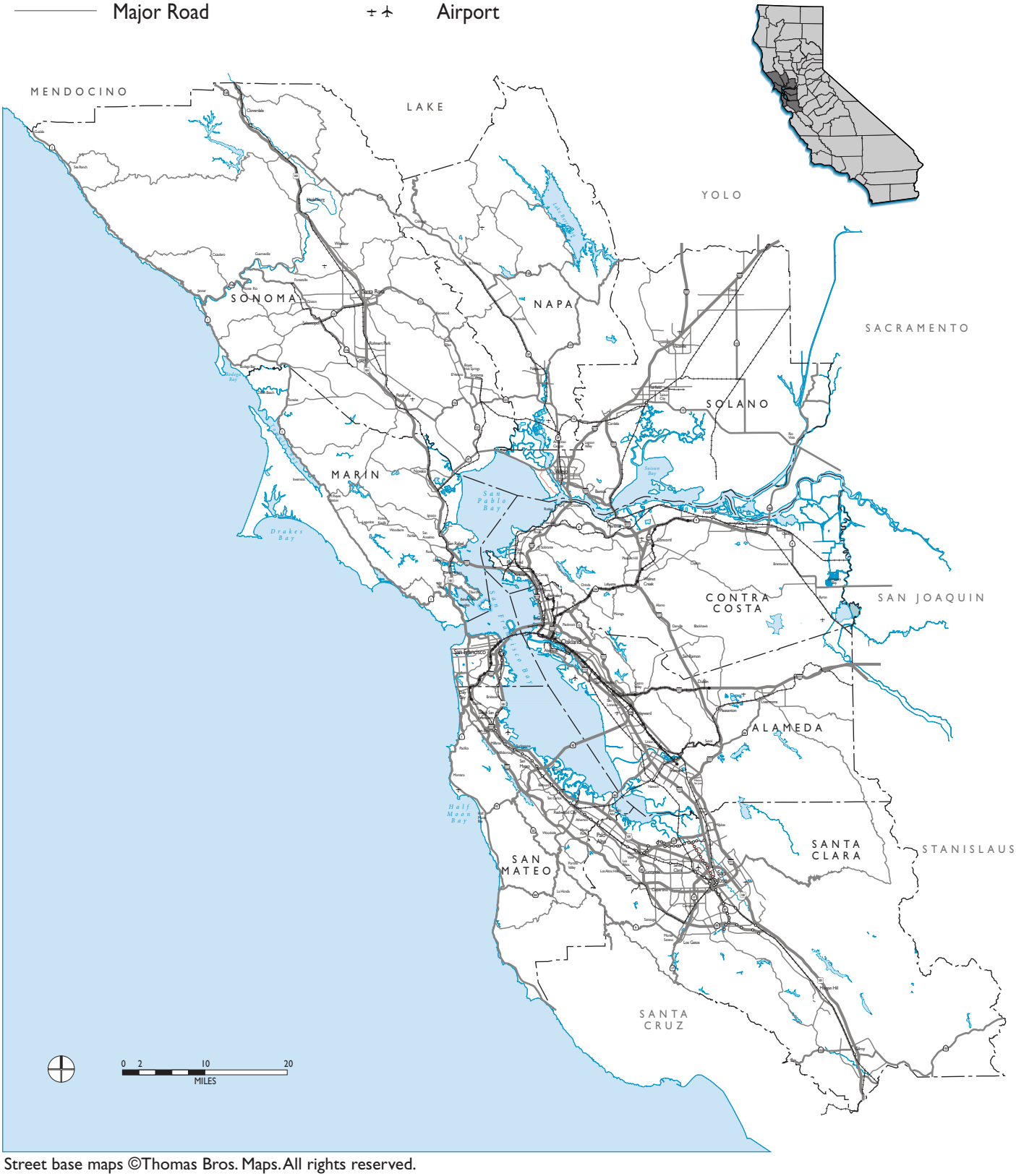
PROJECT BACKGROUND

PROJECT SETTING

With a population of nearly seven million in the year 2000, the San Francisco Bay Area is the fourth most populous metropolitan area in the United States behind Los Angeles, New York and Chicago. The region consists of nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. There are a total of 4,436,500 acres in the region, and approximately 680,900 acres, or 15 percent, are developed. Seventy percent of this developed land is in residential use. Figure 1.2-1 illustrates the regional location of the Bay Area.

Figure 1.2-1

Regional Setting



Over the past 50 years, the region has grown and all counties, with the exception of San Francisco, have at least doubled their populations. This growth has been far from uniform. As the region decentralized away from San Francisco, Contra Costa and Santa Clara Counties grew by over 700 percent, while other counties grew between 150 to 600 percent.

In the last five years, the Bay Area has experienced significant growth. According to the Association of Bay Area Governments (ABAG) forecasts, population has increased by 536,000 residents and employment has grown by 460,000 jobs. This represents a 14 percent increase in employees in just five years. Development has continued as well, with a four percent increase in developed acres.[1] This rapid economic transition has placed additional demands on already-strained transportation systems.

The Bay Area transportation network includes interstate and state freeways, county expressways, local streets and roads, bike paths, sidewalks, and a wide assortment of transit technologies (heavy rail, light rail, intercity rail, buses, trolleys and ferries). At the broad program level, the 2001 RTP is concerned with the strategic allocation of funds between system maintenance, operations and expansion. In addition to a number of specific transportation projects, the 2001 RTP also includes several programs that have regional benefits or are most efficiently administered at a regional level, such as various system management and operation programs, customer service programs, and transportation and land use integration programs like the Transportation for Livable Communities/Housing Incentive Program.

PROJECTED GROWTH

According to ABAG *Projections 2000*, the five most populated counties in 2000 in descending order were, Santa Clara, Alameda, Contra Costa, San Francisco and San Mateo, accounting for 82 percent of the region's population. ABAG projects that the Bay Area will add about 1.3 million new residents between 2000 and 2025. The five most populous counties will remain the same, although San Mateo is projected to have about 19,000 more residents than San Francisco in 2025. These same five counties will account for 80 percent of the region's residents in 2025. Figure 1.2-2 illustrates this trend. Population continues to grow much more quickly in suburban areas than urban areas as development expands outwards. Moreover, as a result of the shortage of affordable housing in the Bay Area, growth from the Bay Area is spilling over to outlying counties, such as San Benito, San Joaquin, Stanislaus, and Merced.

In 2000, the top five counties for employment were, Santa Clara, Alameda, San Francisco, San Mateo, and Contra Costa, accounting for 86 percent of the Bay Area jobs. ABAG estimates that approximately 1.2 million new jobs will be created in the region between 2000 and 2025. The five most populous counties will also account for 84 percent of the region's jobs at the end of this period. While the top three counties will rank the same, Contra Costa County will surpass San Mateo in 2025. The employment trends are shown in Figure 1.2-3.

[1] ABAG *Projections 2000*.

Figure 1.2-2: Population Growth by County (2000-2025)

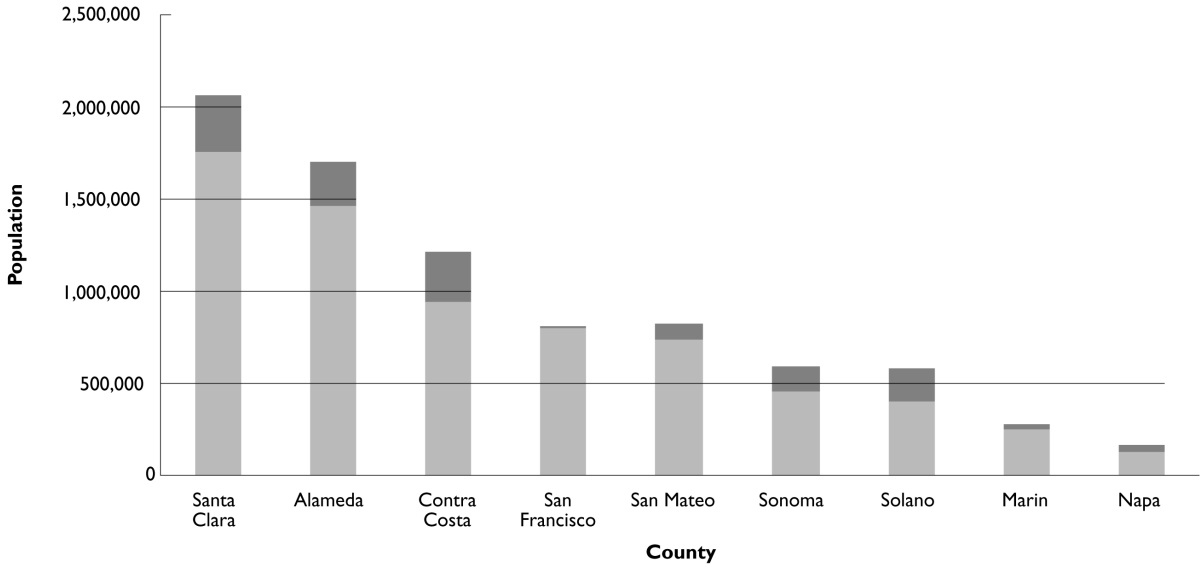
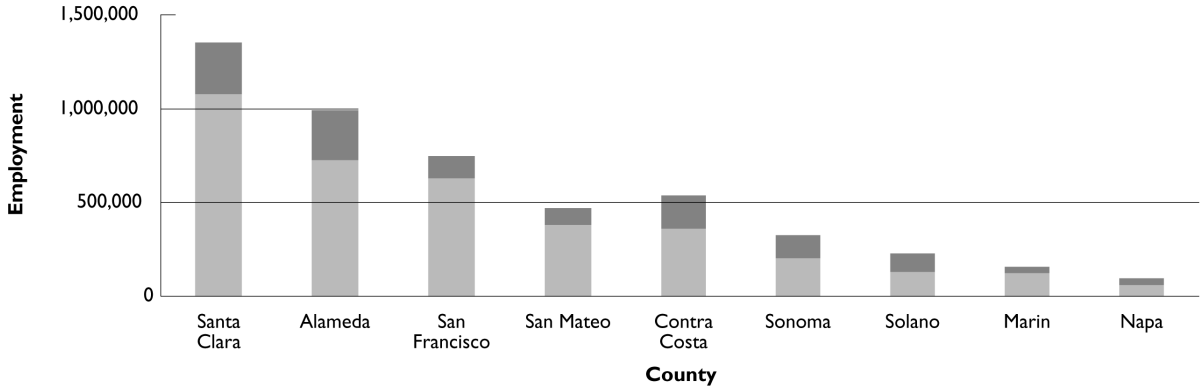


Figure 1.2-3: Employment Growth by County (2000-2025)



These projections indicate the strong population and economic growth that presage the need for ongoing improvements to the regional transportation system. Not only must work trips be accommodated, but this growth will increase trips of all types, including shopping trips, school trips, recreational trips, airport access trips, etc.

FEDERAL AND STATE LEGISLATION

The content of a RTP prepared by MTC is guided by Federal, State, and MTC statutes:

Federal Statutes

- Federal statutory requirements for the preparation of a long-range regional transportation plan by Metropolitan Planning Organizations are set forth in Section 134 of the Transportation Equity Act for the 21st Century (TEA 21).[2] The law requires that the RTP be financially constrained to a realistic estimate of available transportation funds. The long-range plan may also include a set of illustrative projects that could be pursued with additional future revenues (sub-alternatives A and B of the 2001 RTP).
- Regulations on content and process for developing RTPs are codified in Title 23 Code of Federal Regulations Part 450 Section 450.322(b) (Metropolitan Transportation Planning Process).

State Statutes

- State Government Code Section 65080 *et. seq.* of Chapter 2.5 requires preparation of Regional Transportation Plans.
- State planning requirements are set forth in Section 65070 *et. seq.* of Chapter 2 of the State Government Code.

State statutes also require that regional plans address three specific elements:

- *Policy Element* that reflects the mobility goals, policies and objectives of the region.
- *Action Element* that describes the projects, programs and actions necessary to implement the plan.
- *Financial Element* that summarizes the cost of plan implementation, and compares these costs to a realistic projection of available revenues. The RTP should include *only* those projects/programs that can actually be financed by available funds over the RTP horizon year (which is year 2025 for the 2001 RTP).

MTC Statutes

Finally, MTC's own enabling statutes (State Government Code Section 66508 through Section 66513) require preparation of a RTP.

[2] MTC is the designated Metropolitan Planning Organization (MPO) for the Bay Area.

In addition, to remain eligible for federal transportation funds, MTC must demonstrate that, through a process called "transportation conformity", the road and transit projects contained in the RTP will help attain and maintain federal air quality standards designed to reduce ground level ozone. This conformity process includes a comparison of transportation emissions to a mobile source "budget" contained in the federal air quality plan. The conformity determination is a separate process from this EIR.

Once adopted, the 2001 RTP will guide development of the Bay Area's Transportation Improvement Program (TIP) in which projects and their specific funding sources are listed. Requests for federal or state funds for specific projects must be consistent with the RTP and TIP.

PROJECT DESCRIPTION

The proposed 2001 RTP provides investment priorities for transportation improvements that are wide ranging in terms of the types of programs being recommended: from basic system maintenance, to programs to manage the system better and provide a more convenient system for the region's travelers, to initiatives to better integrate transportation and land use, to major expansions of transit and roads. All these programs must be accommodated within the financial budget of the transportation sector, and therefore require choices. Accordingly, the transportation planning process starts with a reassessment of the transportation revenues that are likely to be available over the next 25 years.

FINANCIAL ASSUMPTIONS

The major financial assumption governing the 2001 RTP is that existing sources of federal, state, regional, and local revenues will continue throughout the 25-year time frame with the exception of several voter approved county transportation sales tax measures which, by law, must sunset. Total estimated revenues over the next 25 years amounts to $81.6 billion, and constitutes the financial resources available for the 2001 RTP. Figure 1.2-4 illustrates the projected 25-year revenue resources.

Of the total $81.6 billion in revenues over the next 25 years, $73.9 billion is committed to specific uses. The remaining $7.7 billion in uncommitted funds is referred to as "Track 1", and is the focus of the 2001 RTP decisions for the current update. Figure 1.2-5 shows the total 25-year revenue expenditures, which represent a combination of committed and Track 1 funds, and constitute the Project Alternative for this EIR.

Figure 1.2-4
Projected-25 Year Revenue Sources
$81.6 billion

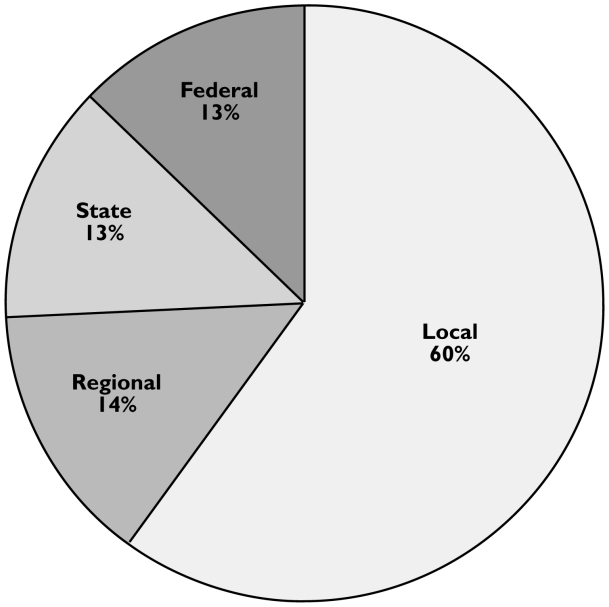
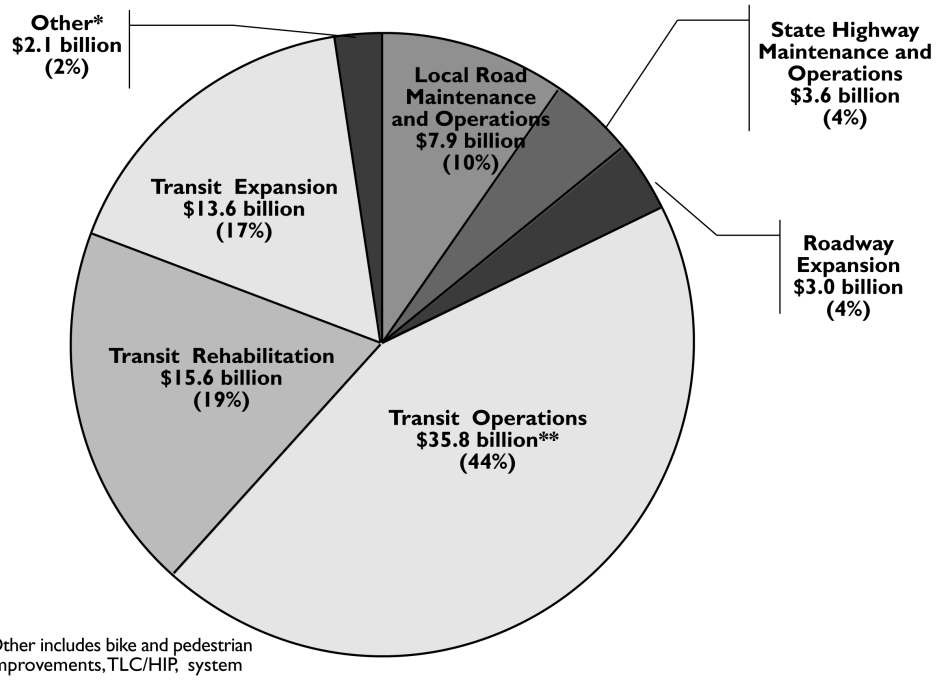


Figure 1.2-5
2001 Regional Transportation Plan
Total Revenue Expenditures
$81.6 billion



*Other includes bike and pedestrian improvements, TLC/HIP, system management, etc.

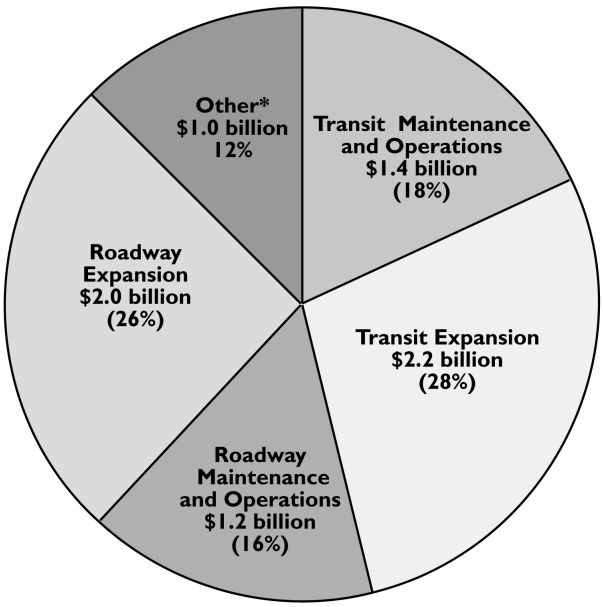
**36% fares/64% subsidy

TRACK 1 INVESTMENTS

The focus of the 2001 RTP is on priorities for the use of $7.7 billion Track 1 funds over the next 25 years. These proposed investments address a variety of areas including regional system management efforts, maintenance of transit and roads, expansion of various transportation facilities, bicycle and pedestrian improvements, and programs that support community efforts to make transportation and other community livability goals work together. In general, expanded transit services which require new funds for day-to-day operations will depend on new funding beyond that available in Track 1.

Funding for Track 1 comes from federal revenue sources (Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and New Starts rail and bus expansion program), state revenue sources (Regional Improvement Program (RIP) and Interregional Improvement Program (ITIP)), and regional revenue sources (primarily rail extension reserves from bridge tolls). Figure 1.2-6 shows the use of Track 1 funds.

Figure 1.2-6
Track 1 Funds Expenditures
($7.7 billion)



*Other includes bike and pedestrian improvements, TLC/HIP, system management, etc.

The Track 1 investment program is based on MTC's regional priorities and local priorities recommended by county transportation agencies (called Congestion Management Agencies (CMA) or county transportation authorities). Regional priorities include fully funding transit capital shortfalls, pavement maintenance shortfalls for roadways identified on the Metropolitan Transportation System (MTS), system management and customer service programs, and the Transportation for Livable Communities (TLC)/Housing Incentives Program (HIP). The county

priorities vary by county reflecting input received from the public, local agencies and CMA boards.

In addition, the 2001 RTP may include candidate projects from the Regional Transit Expansion effort underway by MTC (Resolution No. 3357) (RTEP). This effort seeks to develop regional consensus on the next increment of major transit expansion, including both rail and express buses operating on freeway HOV lanes or major arterials. The candidates for the RTEP are still being evaluated; therefore, the Project Alternative contains two sub-alternatives, one of which could be selected as the final 2001 RTP. Sub-alternative A includes federal New Starts funding (referred to herein as "Project Alternative" or "Project A Alternative"), whereas Sub-alternative B does not because it assumes that the RTEP is not finalized by the 2001 RTP adoption date (referred to herein as "Project B Alternative"). The primary distinction would be the inclusion (or exclusion) of two candidate RTEP projects that currently have significant funding commitments and could be fully funded if agreement is reached on federal New Starts funding: BART extension to San Jose and extension of Muni Metro light rail to Chinatown in San Francisco.

BLUEPRINT INVESTMENTS

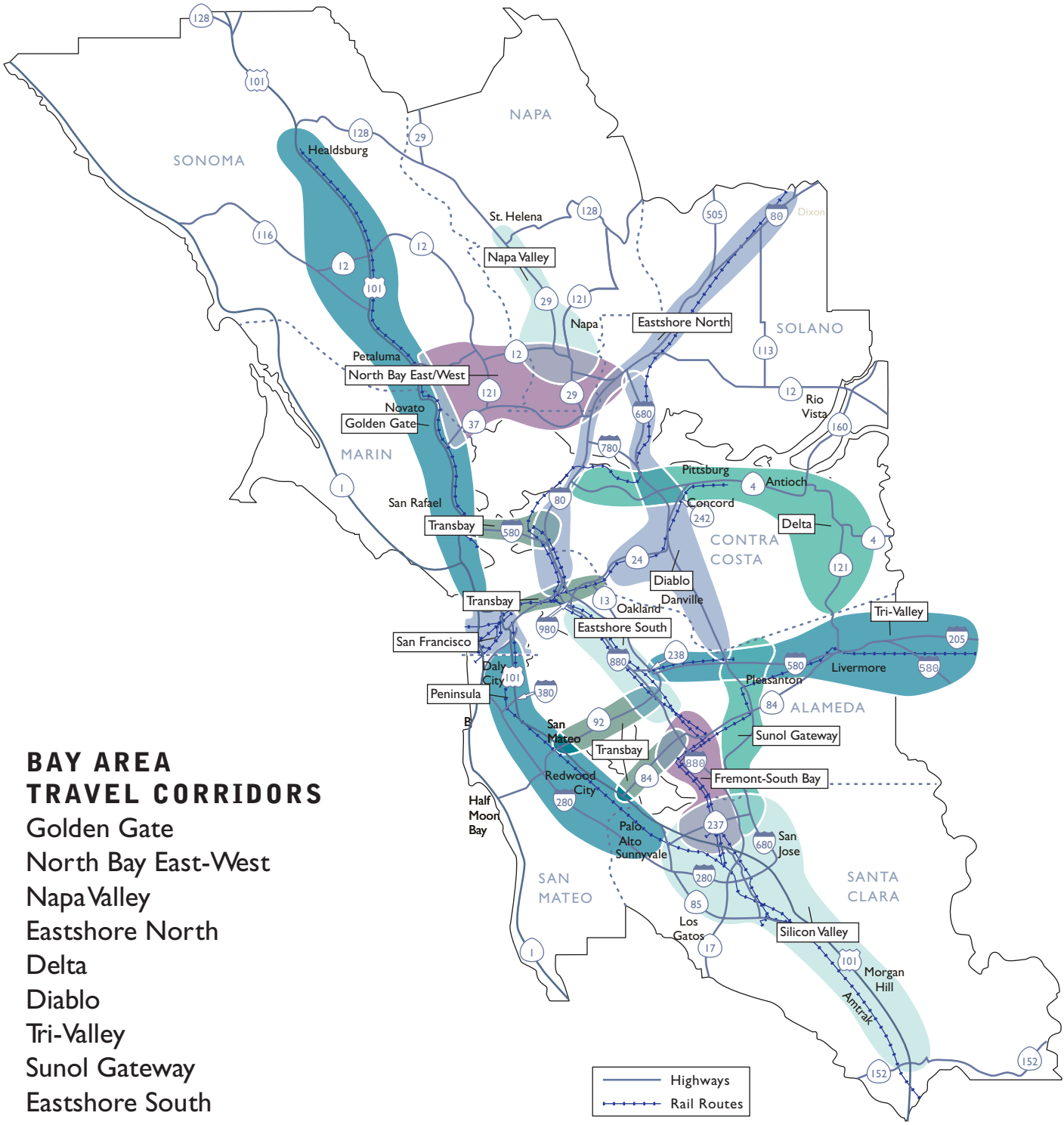
In addition, MTC has identified various other funding sources that could be incorporated into the funded portion of the 2001 RTP if new revenues are secured. These funding sources total $20.9 billion, and are described as follows:

- 10 cent per gallon regional gas tax ($4.4 billion)
- New or extended county sales taxes ($7.9 billion)
- Bridge Tolls (extension of $2 toll): ($1.2 billion)
- State sales tax on gasoline: ($6.3 billion)
- BART bond: ($0.7 billion).

These projects and programs will be evaluated as part of the Blueprint 1 Alternative. The Blueprint 2 Alternative would likely require even further revenue augmentation beyond the sources above and is the most robust of all the transportation alternatives. Refer to Part Three: Alternatives and CEQA Required Conclusions, of this EIR.

2001 RTP INVESTMENTS BY CORRIDOR

This EIR focuses on regional impacts and addresses transportation corridor impacts for a number of the environmental impact areas. There are 15 multi-modal travel corridors in the 2001 RTP plus a regional corridor covering all of the nine-county Bay Area. For purposes of illustrating interregional travel, a new corridor has been added to the 2001 RTP called "Interregional Gateways" corridor. Figure 1.2-7 shows the location of the 14 corridors in the region. The Committed and Track 1 projects for each corridor are listed and illustrated in Figures 1.2-8 through 1.2-22. A comprehensive listing of the 2001 RTP committed and Track 1 projects, including those projects in each of the other three alternatives, is included in Appendix C.



BAY AREA TRAVEL CORRIDORS

Golden Gate
North Bay East-West
Napa Valley
Eastshore North
Delta
Diablo
Tri-Valley
Sunol Gateway
Eastshore South
Fremont-South Bay
Silicon Valley
Peninsula
San Francisco
Transbay
Interregional Gateway

Figure 1.2-7
2001 RTP Investment Corridors

This page intentionally left blank.

Table 1.2-1: Committed and Track 1 Projects in the Golden Gate Corridor

Committed Funding (Not Mapped)	#	*Track 1*
Golden Gate Bridge seismic retrofit – Phases 1 through 3	1	Freeway-to-freeway interchange improvements; includes new bridge west 1-580 to south US 101 (design phase only)
US 101 northbound and southbound HOV lanes from Route 12 to Steele Lane in Santa Rosa; includes interchange modifications at Steele Lane, Mendocino Avenue, and College Avenue	2	US 101/Tamalpais interchange improvements
Widen US 101 between Wilfred Avenue and Route 12 in Santa Rosa (includes 2 HOV lanes)	3	US 101/Lucas Valley Road interchange improvements
US 101 HOV lanes from North San Pedro Road to Lucky Drive in San Rafael	4	US 101/Atherton Avenue interchange improvements: signalize Atherton Avenue/Binford Road intersection
Golden Gate Bridge moveable median barrier	5	Manzanita park-and-ride/intercept facility
US 101/Arata Lane interchange improvements in Windsor; includes 2 southbound ramps and 2 northbound offramps	6	Widen US 101 from 4 lanes to 6 lanes (including 2 HOV lanes) from Route 37 to Petaluma (Novato Narrows project)
US 101/Lucas Valley Road interchange improvements in San Rafael	7	US 101/Greenbrae Avenue interchange improvements (environmental study only)
Route 12/Farmers Lane partial interchange improvements	8	US 101/Tiburon Boulevard interchange improvements: widen southbound offramp
Widen Sir Francis Drake Boulevard to standard lane width with bike lane from Redhill Avenue to Olema Road	9	Doyle Drive replacement (further project development work)
Reconstruct and upgrade Stony Point Road from south of Route 116 to Petaluma city line	10	North Coast Railroad Authority (NCRA) track maintenance and rehabilitation
Channelize and widen shoulders of Route 12 from Melita to Kenwood	11	Widen US 101 (adding an HOV lane in each direction) from Rohnert Park Expressway north through Wilfred Avenue interchange; includes reconstruction of the Wilfred Avenue interchange and reconfiguring local streets
Northwestern Pacific (SMART) rail station site acquisitions/upgrades	12	Widen US 101 (adding HOV lanes in each direction) from Old Redwood Highway in Petaluma north to Rohnert Park Expressway
Doyle Drive environmental study	13	Widen US 101 HOV lanes (adding an HOV lane in each direction) from Steele Lane north to Windsor River Road; includes River Road interchange improvements
Regional Express Bus Program: US 101/Santa Rosa to San Rafael/San Francisco		*Not mapped:* Local Marin bus service enhancements (purchase new buses) Non-capacity increasing improvements to street and road projects as identified in Sonoma County Transportation Authority Countywide Transportation Plan

Source: Metropolitan Transportation Commission, 2001.

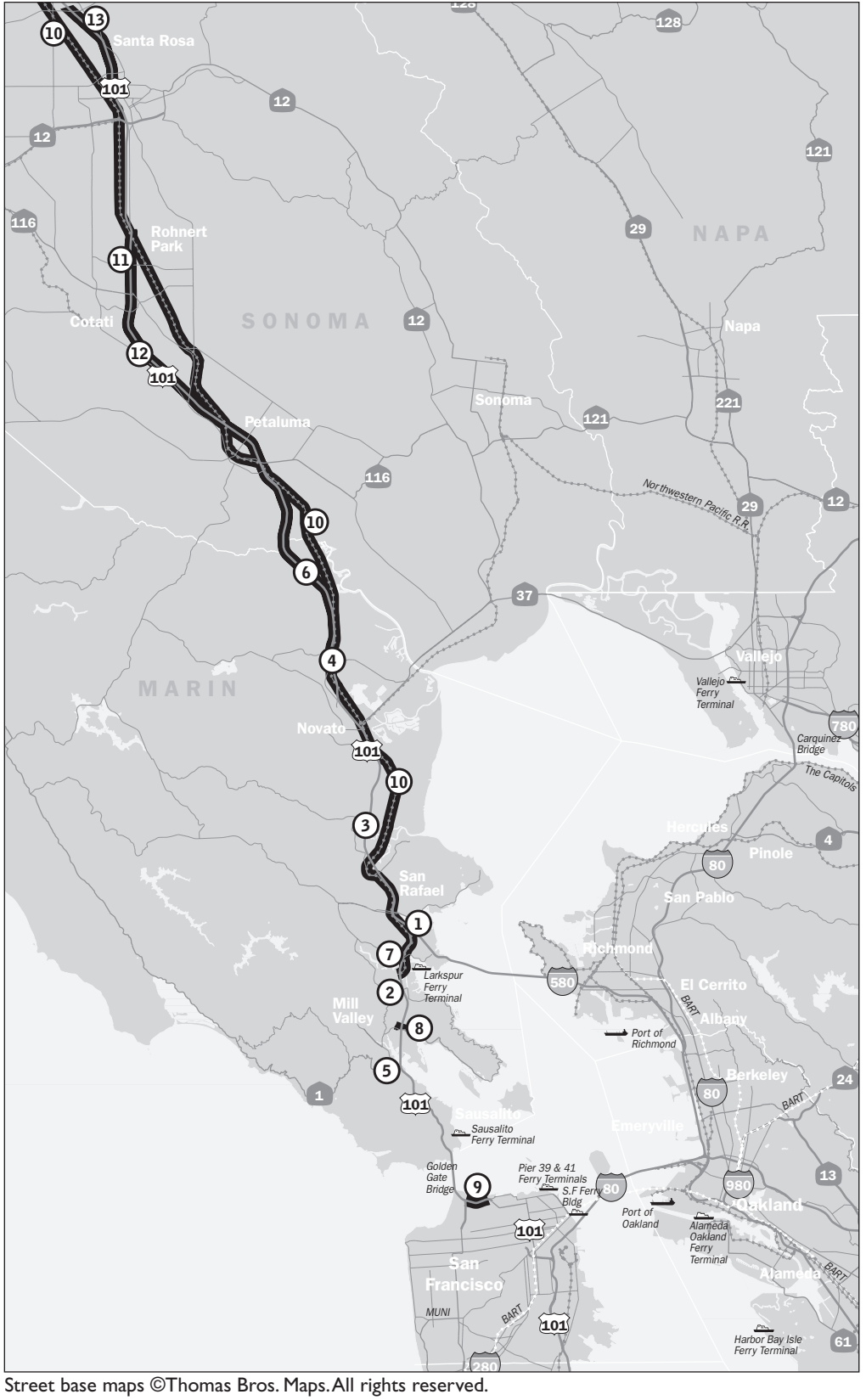


Figure 1.2-8
Golden Gate Corridor: Track 1 Projects

Table 1.2-2: Committed and Track 1 Projects in the North Bay East-West Corridor

Committed Funding (Not Mapped)	#	*Track 1*
Route 37 from Napa River Bridge to Route 29: upgrade from 2-lane to 4- lane freeway (not including Route 29/37 interchange), planting, and environmental mitigation	1	Route 37 traveler information system
Route 29/Route 37 interchange improvements in Vallejo	2	Route 29/12/121 intersection improvement
Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)	3	Route 12/29/221 intersection improvements
Route 12/121 traffic signal system and channelization at 8th Street	4	Widen Route 12 from 1-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes
	5	Route 12/29 grade separation
	6	Operational projects on Routes 12/116/121

Source: Metropolitan Transportation Commission, 2001.

- (4) RTP Track 1
- 980 Interstate Highway
- 101 U.S. Highway
- 1 State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- Ferry Terminal
- Port
- BART

Figure 1.2-9

North Bay East West Corridor: Track 1 Projects

Table 1.2-3: Committed and Track 1 Projects in the Napa Valley

Committed Funding (Not Mapped)	#	*Track 1*
Route 29: Redwood/Trancas Road interchange construction	1	Widen First Street overcrossing on Route 29 from 2 lanes to 4 lanes in the city of Napa
Widen Maxwell Bridge from 2 to 4 lanes on Route 121 over the Napa River in the city of Napa		*Not mapped:*
Trancas Road intermodal facility in the city of Napa		Napa to Fairfield fixed-route transit (capital costs)
Transit Service Center in the city of Napa; operational improvements for existing transit programs		Non-capacity increasing operational improvements to MTS and non-MTS streets and roads network in Napa Valley

Source: Metropolitan Transportation Commission, 2001.

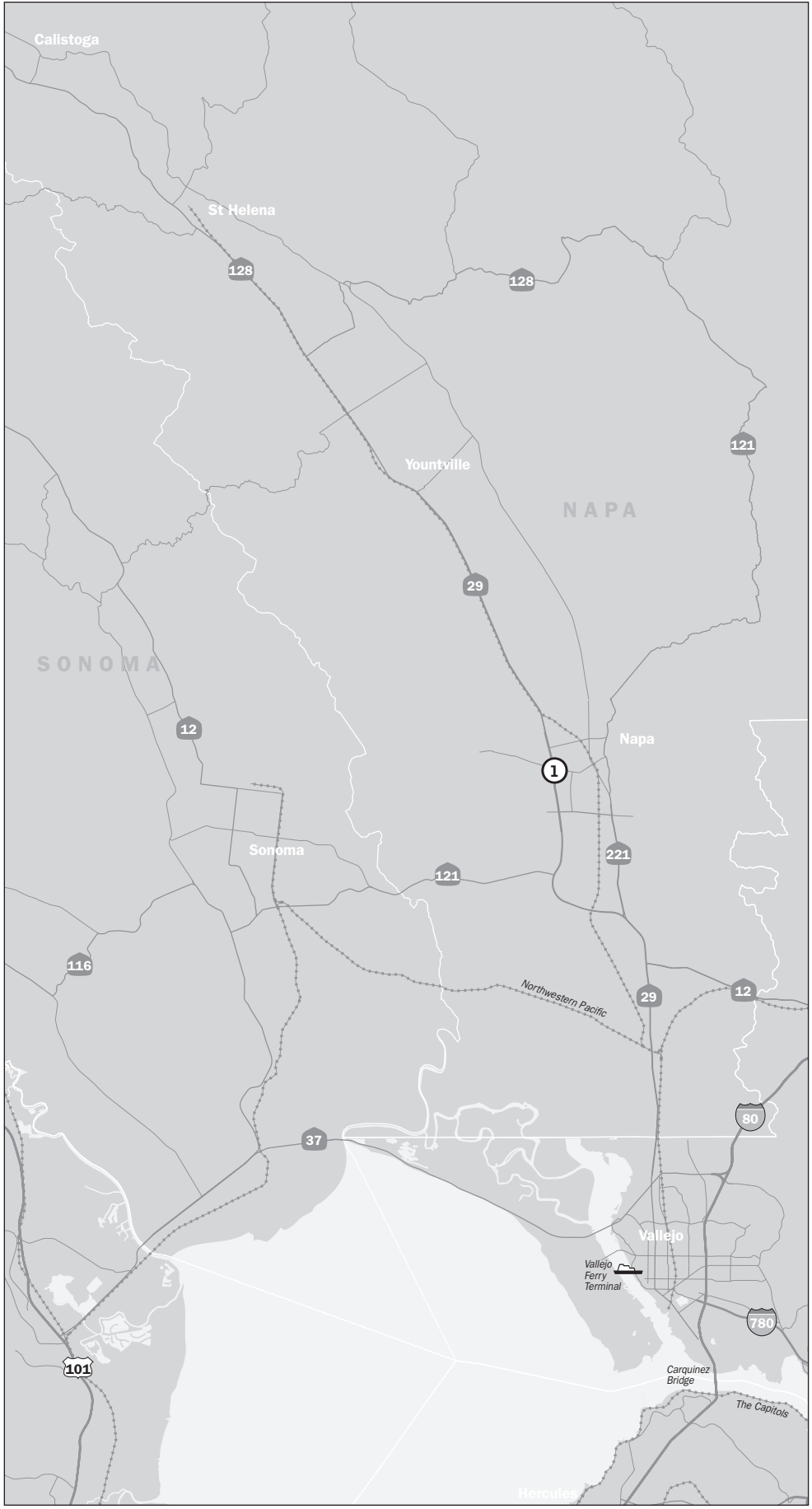


Figure 1.2-10
Napa Valley Corridor: Track 1 Projects

Table 1.2-4: Committed and Track 1 Projects in the Eastshore-North Corridor

Committed Funding (Not Mapped)	#	*Track 1*
New Carquinez Bridge: construct new suspension bridge west of existing bridges (4 westbound lanes, including an HOV lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange	1	Rapid Bus Transit (R BT) in San Pablo Avenue Corridor
Reconstruct MacArthur Boulevard onramp to restore access to eastbound 1-80 and westbound 1-580	2	Intermodal transit improvements at the Emeryville Amtrak Station (includes parking garage)
San Pablo Avenue Smart Corridor (Phase 2)	3	1-80/Ashby/Shellmound interchange modifications, involves the construction of 2 roundabouts and separate bike-pedestrian overcrossing
Extend Mandela Parkway in Oakland; completes freeway congestion reliever route	4	1-80/Gilman Avenue interchange improvements (includes roundabouts)
Extend Horton Street between 53rd Street and Haruff Street (under Powell Street Bridge in Emeryville)	5	Richmond Parkway Transit Center (Phase 1); includes signal reconfiguration/timing, ingress/egress, parking facility, and security improvements at Hilltop park-and-ride lot
1-80 bicycle and pedestrian overcrossing in Berkeley	6	Hercules Transit Center relocation and expansion
Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	7	Capital Corridor train station in Hercules
Transit centers and park-and-ride lots	8	Extend 1-80 westbound HOV lane from north of Cummings Skyway to Route 4
Regional Express Bus Program: 1-80/Richmond Transbay	9	AC Transit enhanced bus service in San Pablo Avenue Corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks
Regional Express Bus Program: Vallejo/Transbay	10	Richmond intermodal transfer station (BART to Amtrak/Capital Corridor)
Regional Express Bus Program: 1-80/Solano County to Del Norte BART Station	11	Vallejo intermodal ferry station (Phase 1)
	12	Vallejo ferry maintenance facility
	13	Widen 1-80 from 6 lanes to 8 lanes between Vacaville and Dixon
	14	Operational and safety improvements on Route 12 from Sacramento River to 1-80 (Phase 1)
Track 1 Not mapped:		
New express buses for 1-80 HOV service (capital costs)	15	Construct rail stations and track improvements for Capitol Corridor intercity rail service, potential station sites are Fairfield/Vacaville, Dixon and Benicia
Non-capacity increasing improvements to interchanges and parallel arterials	16	Jepson Parkway (Phase 1): includes 1-80/Leisure Town Road interchange improvements
Express bus service on 1-80 (capital costs for additional services beyond those in Regional Express Bus Program)	17	1-80 HOV lanes between 1-680 and 1-505 through Fairfield and Vacaville

Source: Metropolitan Transportation Commission, 2001.

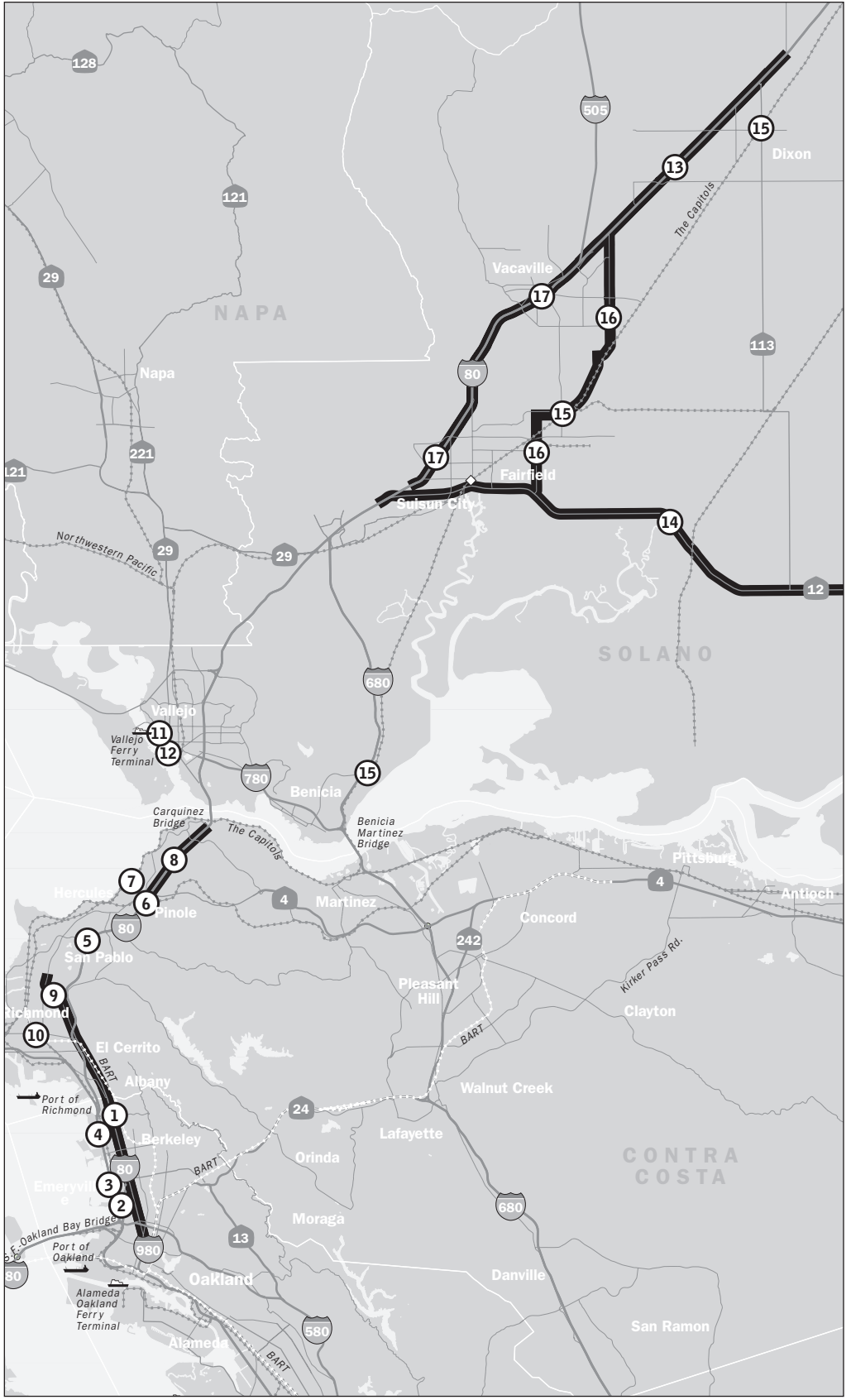
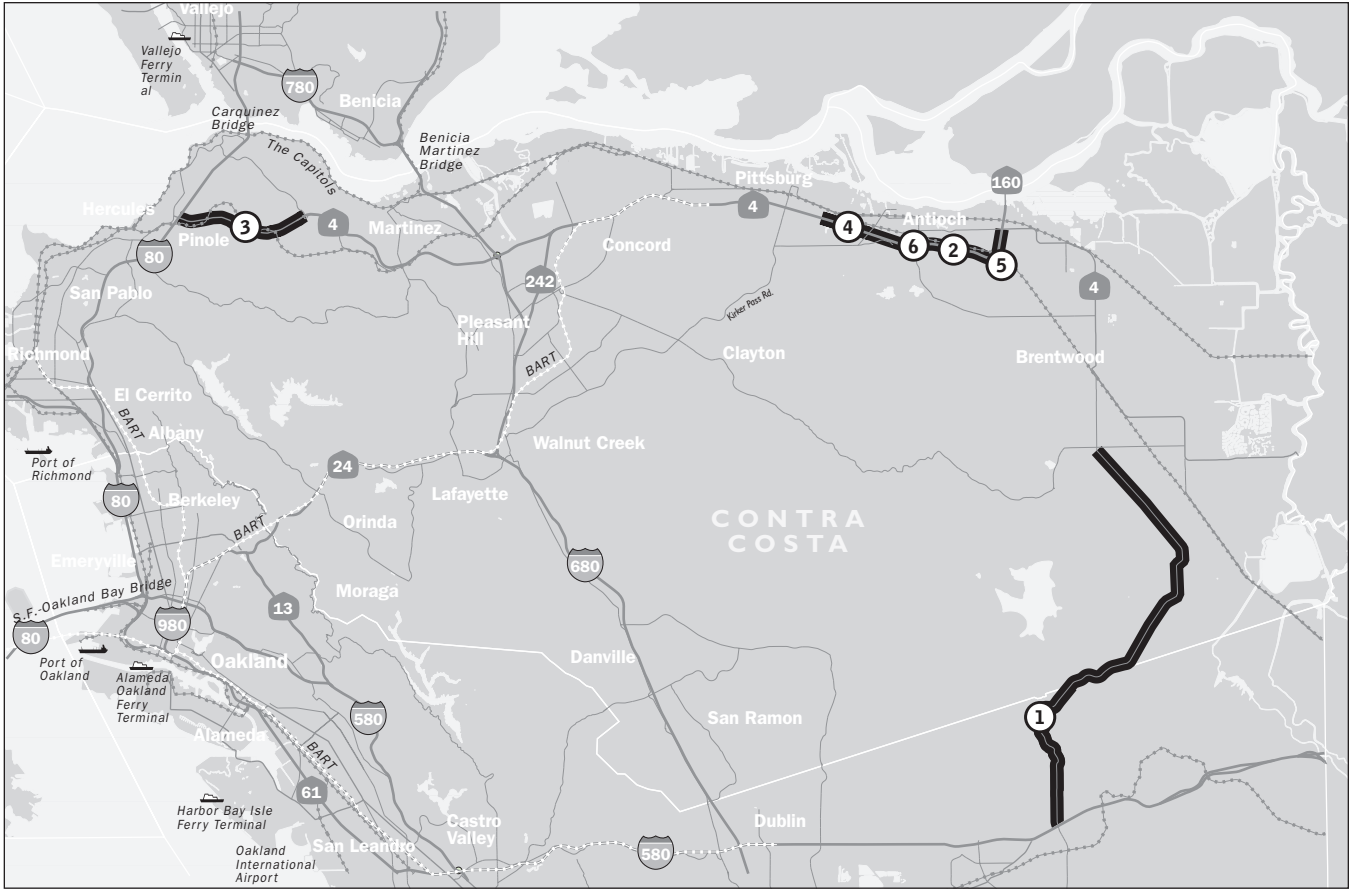


Figure 1.2-11
Eastshore-North Corridor: Track 1 Projects

Table 1.2-5: Committed and Track 1 Projects in the Delta Corridor

Committed Funding (Not Mapped)	#	*Track 1*
Widen Route 4 to 6 mixed flow lanes and 2 HOV lane from Bailey Road to Railroad Avenue and restripe from Route 242 to Bailey Avenue for HOV lanes (under construction)	1	Vasco Road safety improvements
Route 4 Bypass: -Construct a 4-lane facility from Route 4 to Lone Tree Way and a 2-lane facility from Lone Tree Way to Walnut Boulevard, upgrade Marsh Creek Road and construct a partial freeway-to-freeway interchange a mile east of Hillcrest Avenue on Route 4 and partial interchange at Lone Tree Way -Complete interchanges at Laurel and Lone Tree Way -Widen to 4 lanes from Lone Tree Way to Balfour Road	2	Widen eastbound Hillcrest Avenue offramp from 1 lane to 2 lanes and add a Route 4 eastbound auxiliary lane (Antioch)
Widen Lone Tree Way to 6 lanes from Route 4 Bypass to Fairview Avenue in Brentwood	3	Upgrade Route 4 to full freeway from 1-80 to Cummings Skyway (Phase 2)
Route 4/Railroad Avenue interchange improvements and highway widening to west of Loveridge Road (6 mixed-flow lanes and 2 HOV lanes)	4	Widen Route 4 from 4 lanes to 8 lanes from Loveridge to Somersville with HOV
Widen Route 4 to a 4-lane expressway from 1-80 to Cummings Skyway (Phase 1)	5	Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north
Widen Ygnacio Valley/Kirker Pass from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	6	Widen Route 4 from 4 lanes to 6 lanes from Somersville to Route 160 with reversible HOV in median (interim project)
Extend Laurel Road from Route 4 Bypass to Laurel Road East		*Not mapped:*
Widen Wilbur Avenue from 2 lanes to 4 lanes from Burlington Northern Santa Fe Railroad to Route 160		Commuter transit (rail and/or bus) capital needs for East County; includes transit vehicle acquisition, right-of-way acquisition, and/or track renovation
Extend Panoramic Drive from North Concord BART station to Willow Pass Road		Non-capacity increasing improvements to interchanges and parallel arterials
Pittsburg/Bay Point BART Station parking and lighting improvements (400 spaces)		
Regional Express Bus Program: Route 4/Brentwood to Pittsburg/Bay Point BART Station		
Regional Express Bus Program: Route 4/Del Norte BART to Martinez intermodal station		
Route 4 transportation management system		

Source: Metropolitan Transportation Commission, 2001.



- (1) RTP Track 1
- 980 Interstate Highway
- 101 U.S. Highway
- 1 State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- Ferry Terminal
- Port
- BART

Figure 1.2-12
Delta Corridor: Track 1 Projects

Table 1.2-6: Committed and Track 1 Projects in the Diablo Corridor

Committed Funding (Not Mapped)	#	*Track 1*
New Benicia- Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes, slow-vehicle lane) and bicycle/pedestrian path; includes new toll plaza and upgrades to 1-680/1-780 interchange and 1-680/Marina Vista Road interchange	1	I-680/Route 4 interchange freeway-to freeway direct connectors (Phases 1 and 2): eastbound Route 4 to southbound1-680, and northbound 1- 680 to westbound Route 4
1-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road to Cordelia truck weigh station (Phase 1)	2	Caldecott Tunnel fourth bore
Widen and extend Bollinger Canyon Road (6 lanes) from Alcosta Boulevard to Dougherty Road	3	Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition, and construction)
1-680/Alcosta Boulevard interchange improvements	4	1-680 auxiliary lane from Bollinger Canyon Road to Diablo Road in San Ramon and Danville
Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	5	1-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from Route 242 northbound to the Marina Vista interchange
Construct Windermere Parkway: 4 lanes from Bollinger extension to East Branch	6	Widen Alhambra Avenue from Route 4 to McAlvey Drive (Phases 2 and 3)
Construct East Branch; 4 lanes from Bollinger Canyon Road extension to Camino Tassajara	7	Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road
Gateway Lamorinda traffic program	8	Extend Commerce Avenue to Willow Pass Road
Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking	9	Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda
Regional Express Bus Program: 1-680 and I-780/Solano County to Walnut Creek BART Station	10	I-80/I-680/Route 12 interchange improvements (Phase 2)
Regional Express Bus Program: 1-680/Martinez to San Ramon		*Not mapped:*
Regional Express Bus Program: 1-80 and I-680/Solano County to Walnut Creek BART Station		Non-capacity increasing improvements to interchanges and parallel arterials
		Additional express bus service on 1-680 (capital costs)

Source: Metropolitan Transportation Commission, 2001.

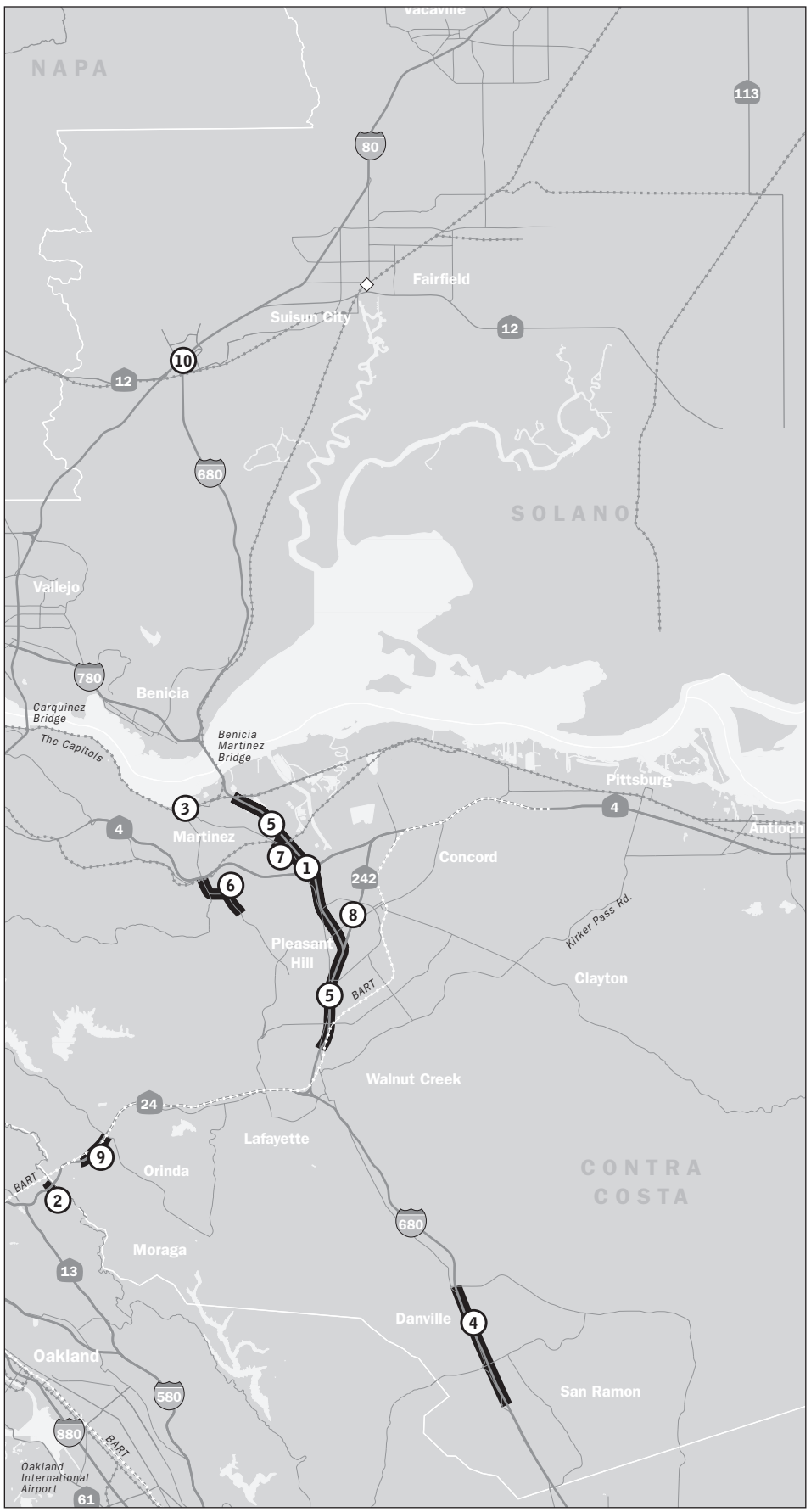


Figure 1.2-13
Diablo Corridor: Track 1 Projects

Table 1.2-7: Committed and Track 1 Projects in the Tri-Valley Corridor

Committed Funding (Not Mapped)	#	*Track 1*
Widen Route 238 from 4 lanes to 6 lanes between 1-580 and 1-880; includes auxiliary lanes on 1-880 south of Route 238	1	Isabel Avenue/Route 84/1-580 interchange improvements
1-580 connections to Hayward Bypass (Route 238) and interchange improvements: northbound Hayward Bypass to northbound 1-580 and northbound Hayward Bypass to westbound Route 238	2	Widen Dublin Boulevard from 4 lanes to 6 lanes from Village Parkway to Sierra
Route 84 (Isabel Avenue) from Vallecitos Road to 1-580 (4-lane roadway) and other improvements through Pigeon Pass	3	Widen 1-580 to add an HOV lane in each direction from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore (initial segment)
Isabel Avenue/Route 84/1-580 interchange improvements: build second bridge to provide 6 lanes over 1-580	4	Dublin/Pleasanton BART Station transit village, includes construction of parking structure
1-580 eastbound auxiliary lane between Santa Rita Road interchange and new Isabel Avenue/Route 84/1-580 interchange	5	New West Dublin/Pleasanton BART Station
Vasco Road/1-580 interchange improvements	6	LAVTA satellite maintenance/operations facility
1-580 interchange improvements at Castro Valley Road, Redwood Road, and Center Street in Castro Valley	7	Auto/truck separation lane at 1-580/1-205 interchange
Extend North Canyons Parkway westerly to Dublin Boulevard		
1-580/North Livermore Avenue interchange improvements		
I-580/First Street interchange improvements		
I-580/Greenville Road interchange improvements		
1-580/San Ramon Road/Foothill Road inter change improvements		
I-580/Fallon Road/El Charro Road interchange improvements		
Extend Las Positas Road between First Street and Vasco Road		
Extend Scarlett Drive from Dublin Boulevard to Dougherty Road		
1-580/1-680 Traffic Operations System (TOS) transit enhancements		
Altamont Commuter Express (ACE) rail service operating and station/track improvements (4 round trips daily)		

Source: Metropolitan Transportation Commission, 2001.

- (1) RTP Track 1
- Interstate Highway
- U.S. Highway
- State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- Ferry Terminal
- Port
- BART

Figure 1.2-14
Tri-Valley Corridor: Track 1 Projects

Table 1.2-8: Committed and Track 1 Projects in the Sunol Gateway Corridor

Committed Funding (Not Mapped)	#	*Track 1*
I-680 Sunol Grade southbound and northbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing)	1	Crow Canyon safety improvements
I-680/Sunol Boulevard ramp improvements; includes signal improvements and widening under existing structure	2	ACE station/track improvements in Alameda County; includes parking improvements at Vasco Road and downtown Livermore stations
I-580/I-680 interchange: construct connector southbound I-680 to eastbound I-580, including new ramps (under construction)		
I -680/Stone ridge Drive interchange improvements		
I-680/Bernal Avenue interchange improvements		
I-680/West Las Positas crossing improvements		
Regional Express Bus Program: I-680 to Pleasant Hill BART Station		
Regional Express Bus Program: Tri-Valley to Sun Microsystems		
Iron Horse bicycle, pedestrian and transit route		
I-680/I-880 cross connector (study only)		

Source: Metropolitan Transportation Commission, 2001.

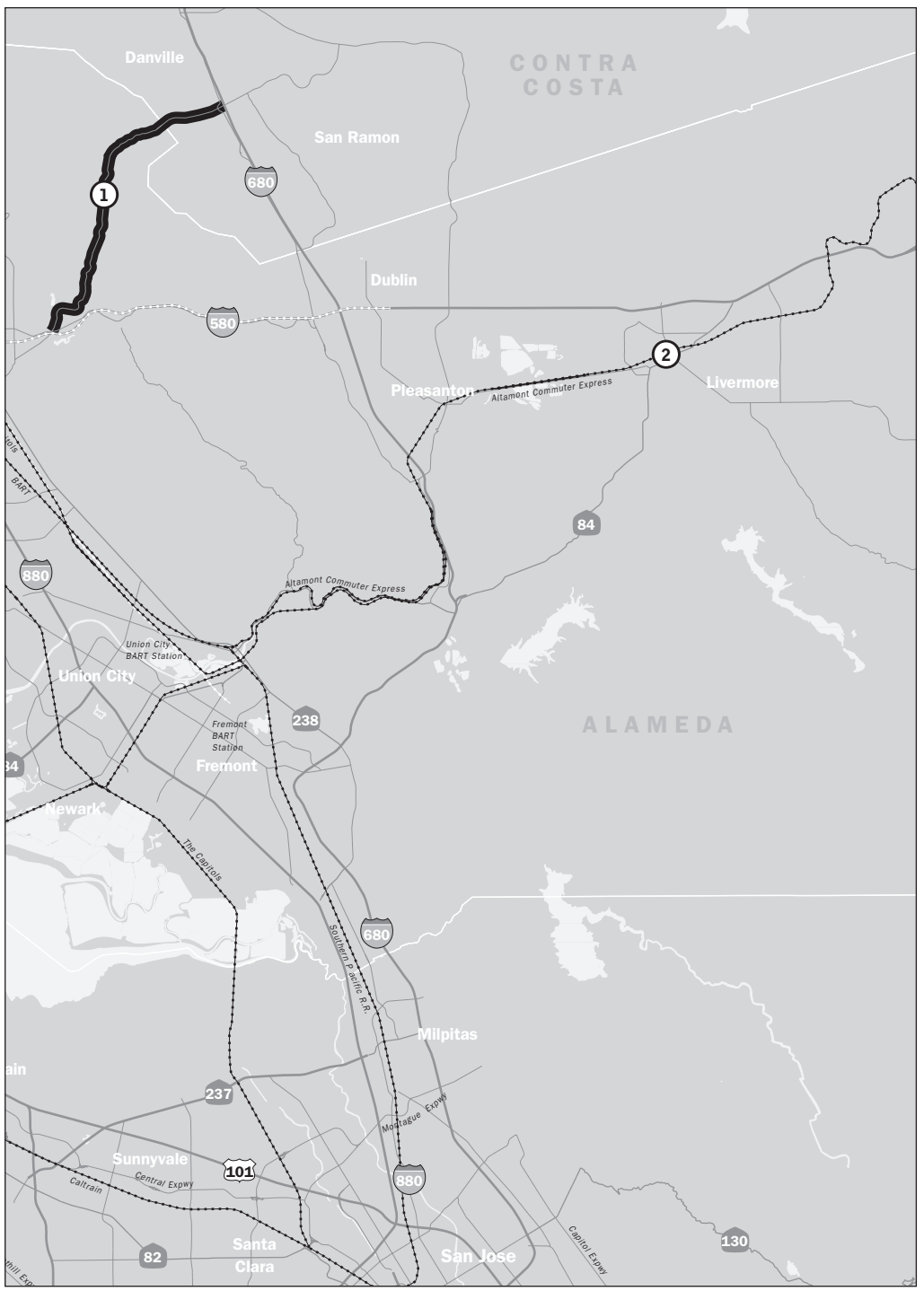
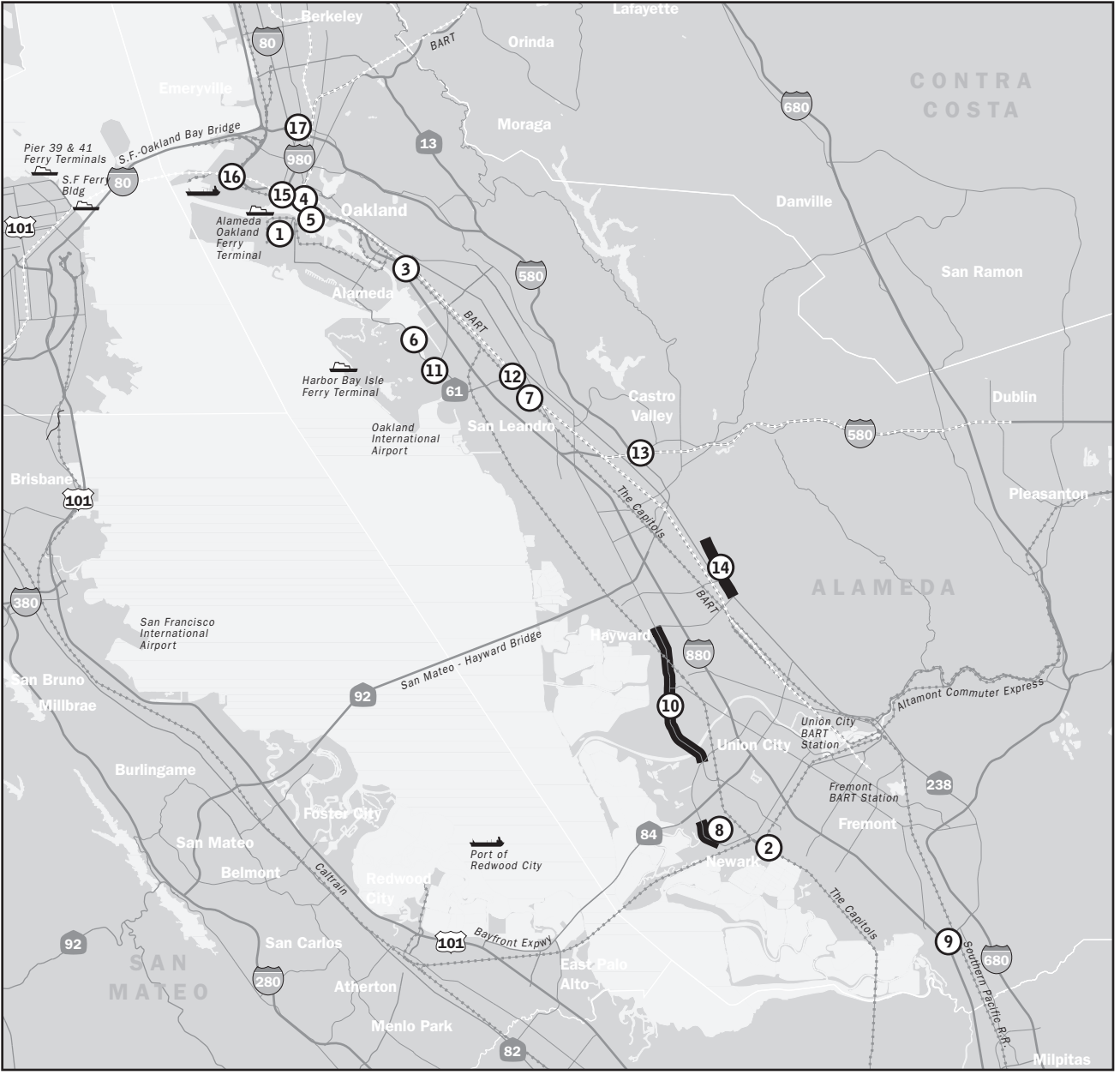


Figure 1.2-15
Sunol Gateway Corridor: Track 1 Projects

Table 1.2-9: Committed and Track 1 Projects in the Eastshore-South Corridor

Committed Funding (Not Mapped)	#	*Track 1*
Route 238 (Hayward Bypass) 4 lane expressway: I-580 to Harder (Stage 1 only)	1	Extend Tinker Avenue from Main Street to Webster Street/Constitution Way and construct College of Alameda Transit Center
Route 84 upgrade to expressway between Route 238 and I-880 in Fremont	2	Construct Central Avenue 4-lane overpass at Union Pacific Railroad (environmental and design phases only)
I-880/Dixon Landing Road interchange improvements and overcrossing in Fremont	3	42nd Avenue/High Street access improvements to I-880 in Oakland; includes widening and realignment of local streets, connector roads, and ramps near interchange
Washington Avenue/Beatrice Street inter-change improvements	4	Route 260 to I-880 connection improvements between Alameda and Oakland
New arterial along eastern edge of Westgate Shopping Center between Davis Street and Williams Street	5	Capitol Corridor mitigation for track work at Jack London Square
Mission Boulevard safety and operational improvements from Industrial Parkway to Route 84	6	Realign Langley Street (access point for Oakland International Airport North Field); includes reconstruction of Route 61(Doolittle Drive) and new traffic signal at Route 61/Langley Street
Oakland Airport roadway: construct 4-lane cross-airport roadway (mostly on Port of Oakland property)	7	Widen Marina Boulevard from Alvarado Boulevard to San Leandro Boulevard
Seismic retrofit of Webster and Posey tunnels between the cities of Alameda and Oakland; Stage I: seismic retrofit inside Tubes (under construction); Stage II: seismic retrofit outside Tubes to strengthen surrounding soils	8	Widen Thornton Avenue from 2 lanes to 4 lanes between Gateway Boulevard to Hickory Street
Hesperian Boulevard/Lewelling Boulevard channelization improvements	9	Widen and reconstruct Route 262/Warren Avenue/I-880 interchange and East Warren Avenue/UPRR grade separation
Local street improvements in Newark	10	Widen Union City Boulevard from 4 lanes to 6 lanes from Paseo Padre in Fremont to Industrial Parkway in Hayward
Local street improvements in Oakland	11	BART-Oakland International Airport connector
Downtown Oakland streetscape improvements (Broadway, 14th Street and Telegraph Avenue)	12	San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-n-ride, and bus improvements
Regional Express Bus Program: I-880/Hayward BART Station to Silicon Valley	13	Westbound I-580 to new Route 238 (Hayward Bypass) connection
East 14th Street/Hesperian Boulevard/150th Street channelization improvements	14	Route 238 (Hayward Bypass): four lane expressway from Harder to Industrial Parkway (Stages 2 and 3)
Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	15	I-880/Broadway-Jackson interchange improvements (Phase I)
Port of Oakland Joint Intermodal Terminal	16	Joint Intermodal Terminal (JIT)-Port of Oakland access improvements, Phase I
Fruitvale BART Station transit village	17	MacArthur BART Station intermodal transit village (includes replacement parking)
		Not mapped: Rapid Bus Transit (R BT) in Oakland/Berkeley/San Leandro Corridor, Stage 1*

Source: Metropolitan Transportation Commission, 2001.



- (1) RTP Track 1
- 980 Interstate Highway
- 101 U.S. Highway
- 1 State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- Ferry Terminal
- Port
- BART

Figure 1.2-16

Eastshore-South: Track 1 Projects

Table 1.2-10: Committed and Track 1 Projects in the Fremont-South Bay Corridor

Committed Funding (Not Mapped)	#	*Track 1*
Reconstruct 1-880/Route 262 interchange and widen 1-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	1	Route 84 southbound HOV extension from Newark Boulevard to 1-880
Reconstruct 1-880/Dixon Landing Road interchange and widen 1-880 from 8 lanes to 10 lanes (includes 2 HOV lanes) from Route 237 to the Alameda County line	2	Route 84 southbound HOV onramp from Newark Boulevard to existing Route 84 southbound HOV lane
Route 84/Ardenwood Boulevard westbound offramp intersection improvements	3	Route 237 westbound auxiliary lanes between Coyote Creek Bridge and North First Street
Widen 1-880 from 4 to 6 lanes from Montague Expressway to US 101	4	BART extension to Warm Springs
1-880/Route 237 interchange improvements: -freeway-to-freeway HOV connector and eastbound Route 237 to southbound 1-880 braided ramp to Tasman -southbound 1-880 to westbound Route 237 and eastbound Route 237 to northbound1-880 (Stages A&B)	5	Union City Intermodal Station access improvements (Phase 1); includes extending 11th Street and constructing at-grade parking and pedestrian grade separation
Widen Stevenson Boulevard from 4 lanes to 6 lanes from 1-880 to Blacow Road	6	Union City Intermodal Station (Phase 2), includes 19 bus-bays and a kiss-and-ride loop road
Widen Stevenson Boulevard from 2 lanes to 4 lanes between Gallaudet Drive and Mission Boulevard	7	Rail grade separations at Washington Boulevard/Paseo Padre Parkway at Union Pacific Railroad in Fremont
Extend Fremont Boulevard to connect to I-880/Dixon Landing Road		*Not mapped:*
Extend Cushing Parkway between Automall Parkway/Boyce Road and Cushing Parkway/Fremont Boulevard/I-880		Silicon Valley Rapid Transit Corridor project (BART, light rail, or commuter rail, to be determined)
Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard		
Widen Kato Road from Warren Avenue to Milmont Drive		
Paseo Padre Parkway/Peralta Boulevard (Route 84) intersection improvements		
Warren Avenue/Warm Springs Boulevard intersection improvements		
Regional Express Bus Program: 1-680/ Fremont BART Station to Silicon Valley		

Source: Metropolitan Transportation Commission, 2001.

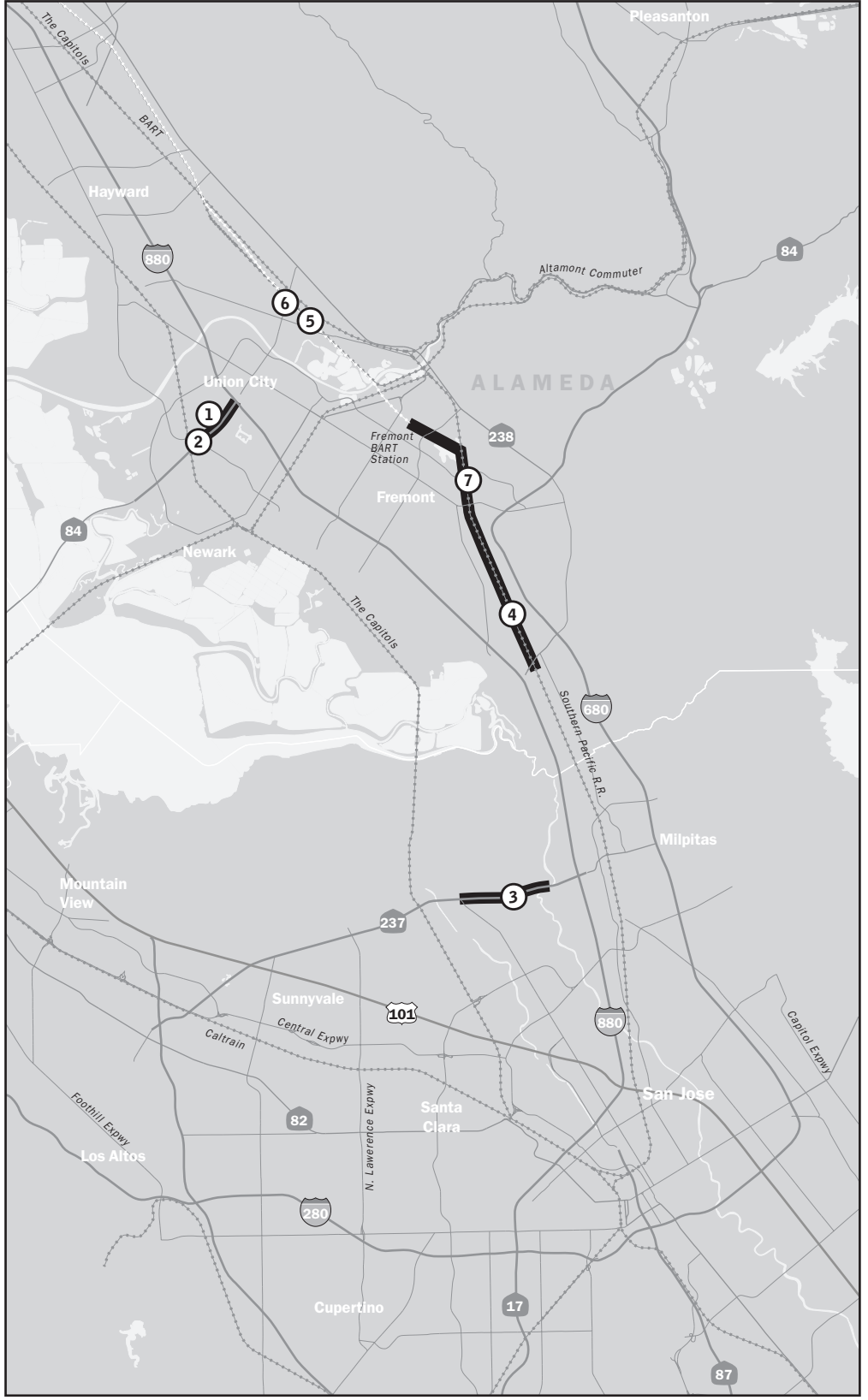
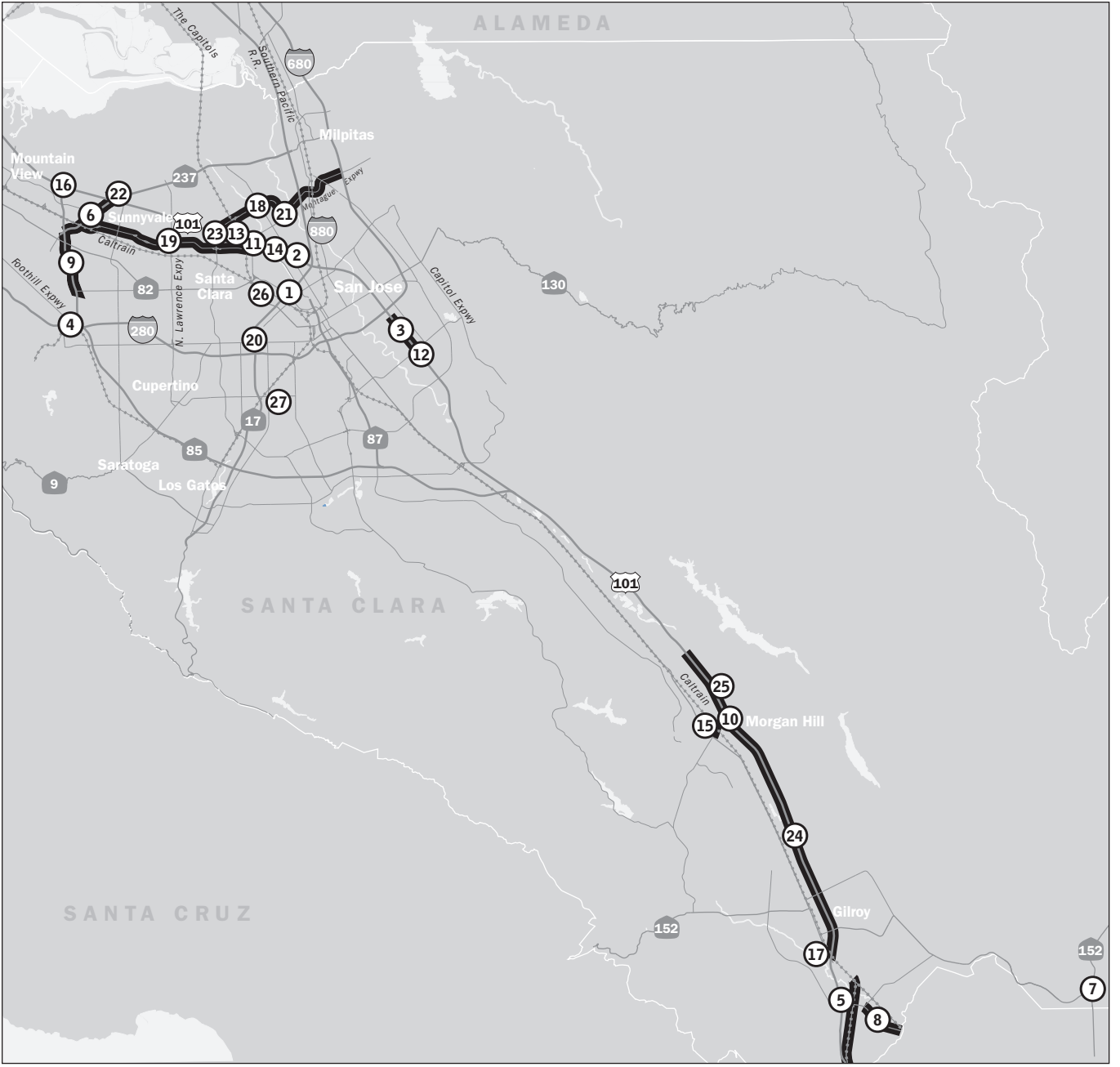


Figure 1.2-17
Fremont-South Bay Corridor: Track 1 Projects

Table 1.2-11: Committed and Track 1 Projects in Silicon Valley

Committed Funding (Not Mapped)	#	*Track 1*
Tasman Corridor, Downtown East Valley, Capitol Corridor, and Vasona Corridor light rail extensions	1	I-880/Coleman Avenue interchange improvements
San Jose International Airport connections to Guadalupe Light-Rail Transit	2	US 101/Fourth Street/Zanker Road overcrossing and ramp modifications
Widen US 101 from 4 lanes to 6 lanes between Metcalf Road to Cochrane Road	3	I-280/I-680 connector to southbound US 101: braided ramp with Tully Road exit ramp
Widen Guadalupe Expressway (Route 87) from 4-lane expressway to 6-lane freeway, including 2 HOV lanes from US 101 to Julian Street	4	Route 85 northbound to I-280 northbound and I-280 exit to Foothill Expressway ramp improvements
Route 87: add HOV lanes from Julian Street to I-280 and from I-280 to Route 85	5	Route 25/SantaTeresa Boulevard/US 101 interchange construction
US 101/Bailey Avenue interchange improvements	6	Widen Route 237 for HOV lanes between Route 85 and US 101
Complete Route 85/87 interchange and connector ramps in San Jose	7	Route 152 safety improvements between US 101 and Route 156 (westbound Route 152 to westbound Route 156 overpass)
Complete Route 85 and US 101 interchange and connector ramps in South San Jose and widen US 101 to 8 lanes from Bernal Road to Metcalf Road	8	Upgrade Route 25 to 4-lane expressway (Santa Clara County portion of project)
Route 85/US 101 interchange improvements	9	Widen Route 85 from I-280 to Fremont Avenue
	10	US 101/Tennant Avenue interchange improvements in Morgan Hill
Track 1: Continued		
19 Widen Central Expressway from 6 lanes to 8 lanes (2 HOV lanes) between Route 237 and De La Cruz Avenue	11	Trimble Road/De La Cruz Boulevard/Central Expressway/US 101 interchange improvements
20 I-880/Stevens Creek Boulevard interchange improvements	12	US 101/Tully Road interchange modifications
21 Montague Expressway/Trimble overpass: westbound Montague Expressway to westbound Trimble Road	13	Add US 101 auxiliary lane from Route 87 to Montague Expressway
22 Extend Mary Avenue from Almanor Avenue to H Street, including Route 237/US 101 overcrossing	14	Route 87/US 101 ramp connection to Trimble Road interchange
23 Montague Expressway/San Tomas Expressway/US 101/Mission College Boulevard interchange improvements	15	Construct Butterfield Boulevard from San Pedro Road to Watsonville Road
24 US 101/Buena Vista Avenue interchange construction	16	Route 85/US 101 HOV direct connectors in Mountain View
25 Widen US 101 from 6 lanes to 8 lanes with HOV lanes from Metcalf Road to Cochrane Road	17	Caltrain extension to Salinas/Monterey
26 San Jose-Santa Clara fourth main track and station upgrades (Phase 1)	18	Widen Montague Expressway from 6 to 8 lanes (2 mixed flow lanes) from I-680 to US 101
27 Extend Vasona Light Rail Transit (LRT) from Winchester Boulevard to Vasona Junction in Los Gatos		

Source: Metropolitan Transportation Commission, 2001.



Street base maps ©Thomas Bros. Maps. All rights reserved.

(1) RTP Track 1

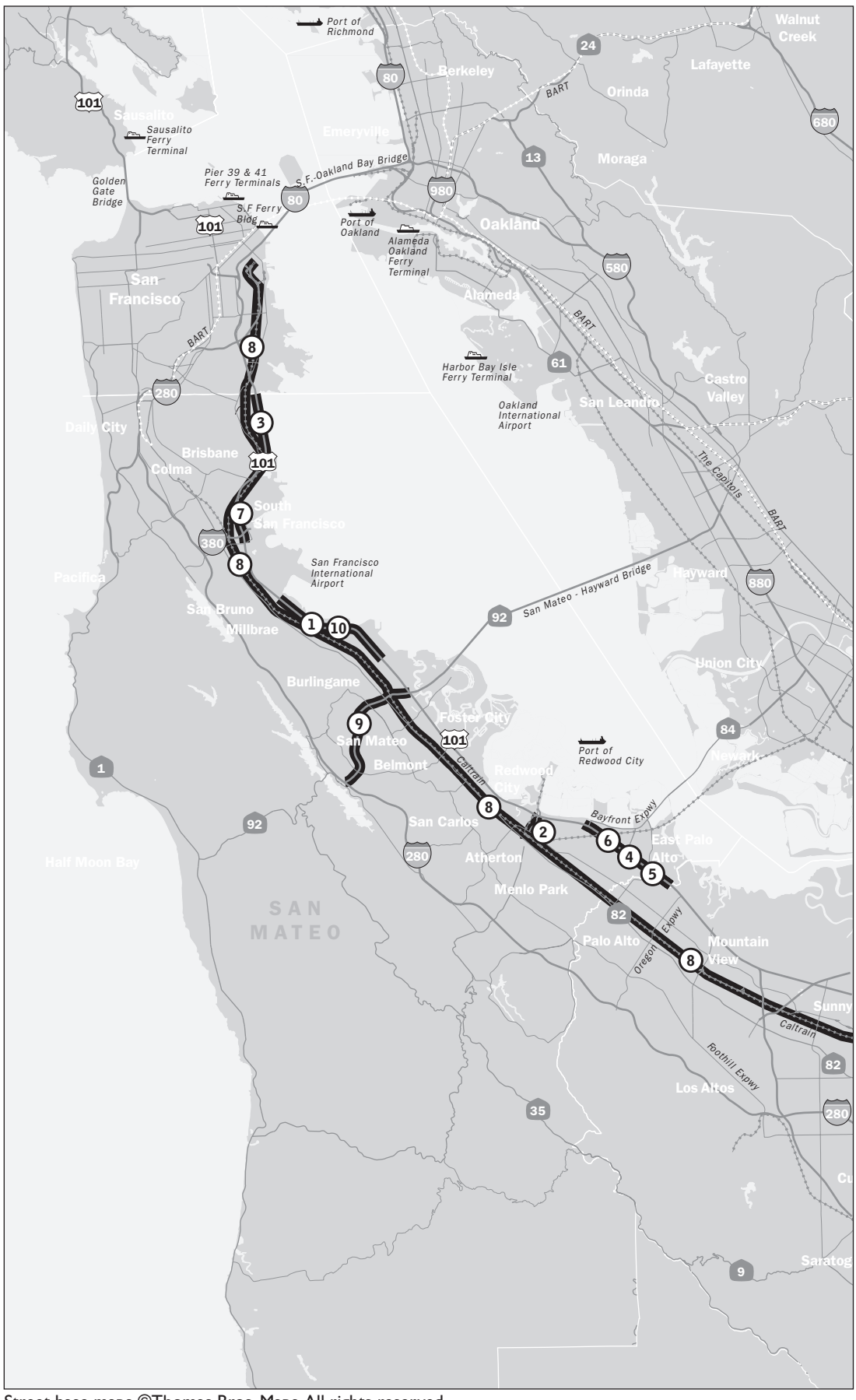
- Interstate Highway
- U.S. Highway
- State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- Ferry Terminal
- Port
- BART

Figure 1.2-18
Silicon Valley Corridor: Track 1 Projects

Table 1.2-12: Committed and Track 1 Projects in the Peninsula Corridor

Committed Funding (Not Mapped)	#	*Track 1*
BART to San Francisco International Airport (SFO) extension (under construction)	1	US 101/Broadway interchange reconstruction
Upgrade Route 1 (Devil's Slide Tunnel)	2	Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway; includes US 101 interchange improvements
US 101 auxiliary lanes from Marsh Road to Route 92	3	US 101 auxiliary lanes from Sierra Point to San Francisco County line
Caltrain express service between San Francisco and San Jose, includes passing tracks and rolling stock (Phase 1)	4	US 101/Willow Road interchange reconstruction
Route 92 slow-vehicle lane between Route 35 and 1-280	5	US 101/University Avenue interchange reconstruction
Widen Route 92 between Route 1 and Half Moon Bay city limits	6	US 101 auxiliary lanes from Marsh Road to Santa Clara County line
Construct Route 1 northbound lane from Fassler to Westport Drive in Pacifica	7	US 101 auxiliary lanes from San Bruno Avenue to Grand Avenue
US 101/0yster Point Boulevard interchange improvements (Phases 2 and 3)	8	Caltrain electrification from San Francisco to Gilroy
Caltrain grade separations (to be determined)	9	Route 92 from US 101 to Route 280: add westbound passing lane
Caltrain local station improvements	10	US 101 auxiliary lanes from 3rd Avenue to Millbrae and US 101/Peninsula Avenue interchange reconstruction
1-280/I-380 local access improvements		
Regional Express Bus Program: Route 82/El Camino Express, Daly City BART station to Palo Alto		

Source: Metropolitan Transportation Commission, 2001.



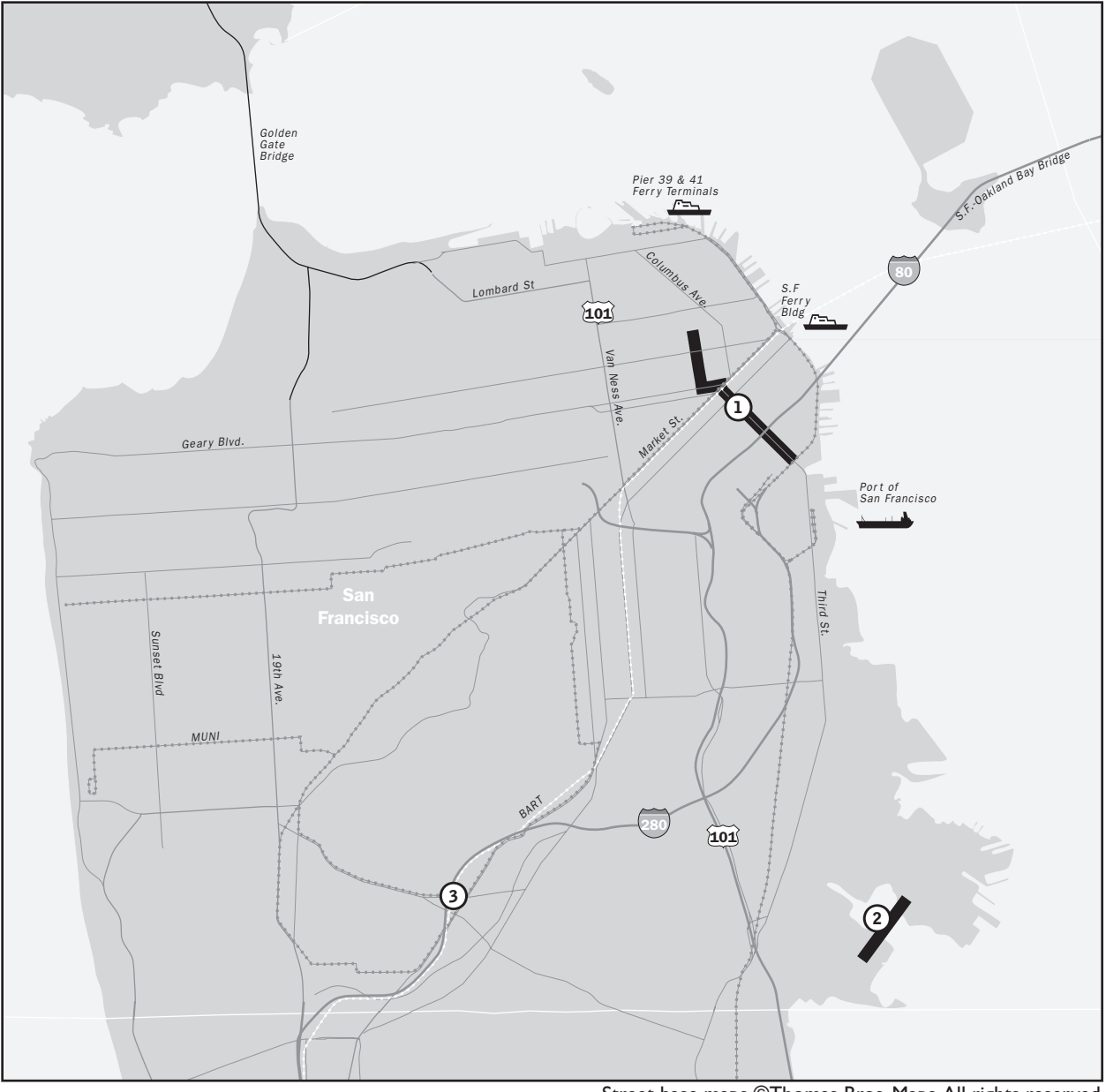
Street base maps ©Thomas Bros. Maps. All rights reserved.

Figure 1.2-19
Peninsula Corridor: Track 1 Projects

Table 1.2-13: Committed and Track 1 Projects in San Francisco

Committed Funding (Not Mapped)	#	*Track 1*
Third Street light-rail transit extension to Bayview Hunters Point (initial operating segment)	1	Third Street light rail transit extension to Chinatown (Central Subway)
US 101 Central Freeway reconstruction due to earthquake damage	2	Hunters Point Shipyard bridge
Bernal Heights Street system upgrade	3	Balboa Park BART Station expansion (planning phase only)
Doyle Drive replacement (environmental study-see also Golden Gate corridor)		*Not mapped:*
		Doyle Drive replacement project (further project development work – see also Golden Gate corridor)
		Bicycle/pedestrian projects and programs
		Traffic calming
		Traffic signals and signs
		Transit enhancements
		Integrated Traffic Management System
		Bus Rapid Transit Program

Source: Metropolitan Transportation Commission, 2001.



(1) RTP Track 1

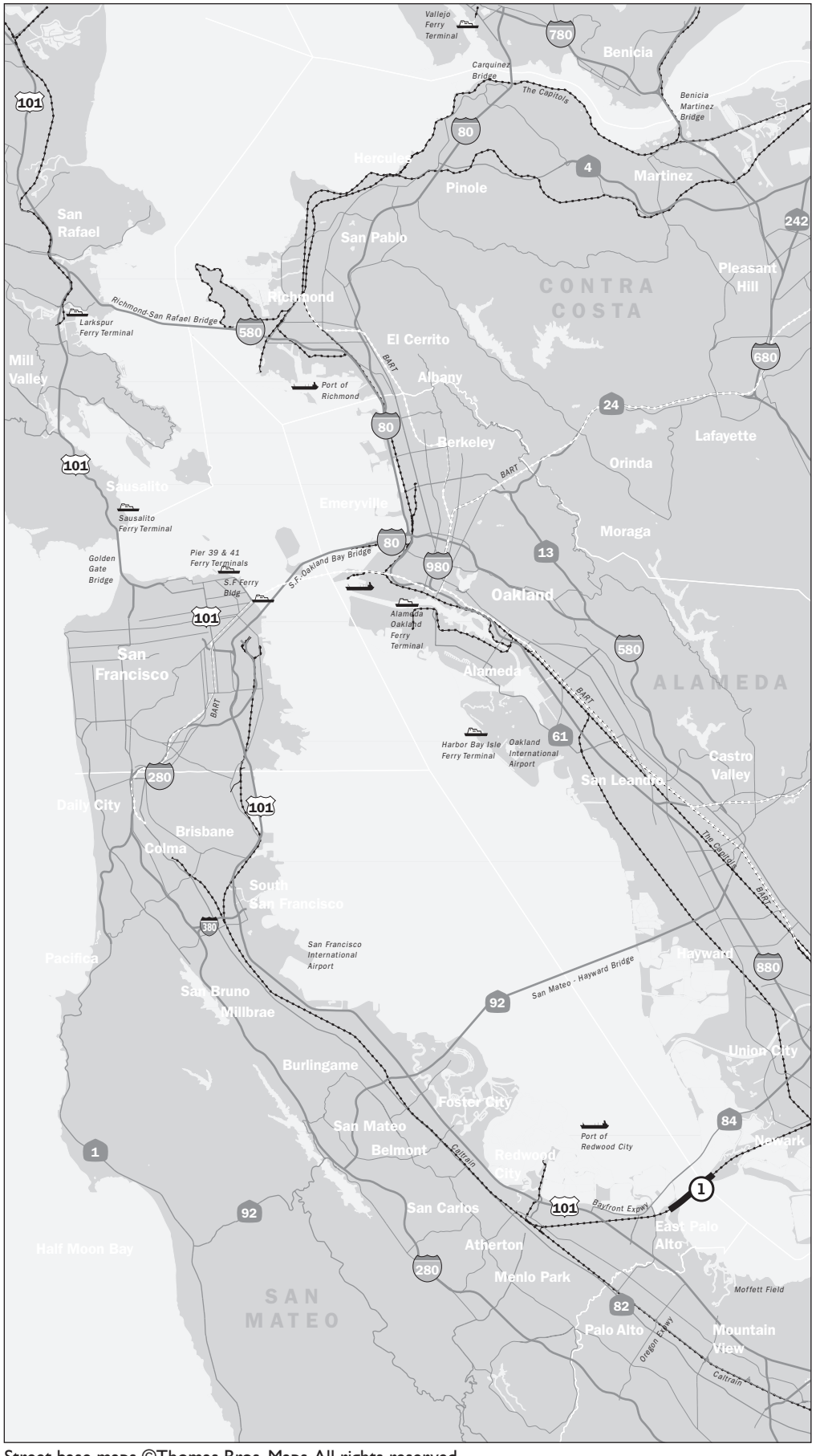
980 Interstate Highway
101 U.S. Highway
1 State Highway
Freeway
Other Highway
Major Arterial
Rail Line
Ferry Terminal
Port
BART

Figure 1.2-20
San Francisco Corridor: Track 1 Projects

Table 1.2-14: Committed and Track 1 Projects in the Transbay Corridors

Committed Funding (Not Mapped)	#	*Track 1*
Replace eastern span of Bay Bridge for seismic protection, including new traffic shoulders and bicycle/pedestrian path	1	Dumbarton Rail Bridge rehabilitation
San Mateo-Hayward Bridge Widening: widen low-rise trestle and eastern approach from I880 from 4 to 6 lanes with shoulders (under construction), extend existing westbound HOV lane 1 mile west along eastern approach from 1-880, construct new pedestrian/bicycle overcrossing		*Not mapped:* Express bus services
Seismic upgrades on the bridges: Richmond-San Rafael Bridge, Bay Bridge western approach		
Richmond-San Rafael Bridge rehabilitation deck replacement		
Dumbarton Bridge: widen Bayfront Expressway from Dumbarton Bridge to US 101/Marsh Road interchange		
I-880/Route 92 interchange improvements in Hayward		
Regional Express Bus Program: 1-80/Richmond Transbay		
Regional Express Bus Program: Fremont BART Station to Stanford University		
Expanded shuttle service on San Mateo Hayward Bridge		

Source: Metropolitan Transportation Commission, 2001



1 RTP Track 1

980 Interstate Highway

101 U.S. Highway

1 State Highway

Freeway

Other Highway

Major Arterial

Rail Line

Ferry Terminal

Port

BART

Figure 1.2-21

Transbay Corridor: Track 1 Projects

Table 1.2-15: Committed and Track 1 Projects in the Interregional Gateways

Committed Funding (Not Mapped)	#	*Track 1*
	1	North Coast Railroad Authority (NCRA) track maintenance and rehabilitation
	2	Widen I-80 from 6 lanes to 8 lanes between Vacaville and Dixon (Phase 1)
	3	Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)
	4	I-580 auto/truck separation lane at I-580/I-205 interchange
	5	Route 152 safety improvements between US 101 and Route 156 (westbound Route 152 to westbound Route 156 flyover)
	6	Upgrade Route 25 to 4-lane expressway standards (Santa Clara County portion of project)
	7	Caltrain extension to Salinas/Monterey
	8	Route 25/SantaTeresa Boulevard/US 101 interchange construction

Source: Metropolitan Transportation Commission, 2001.

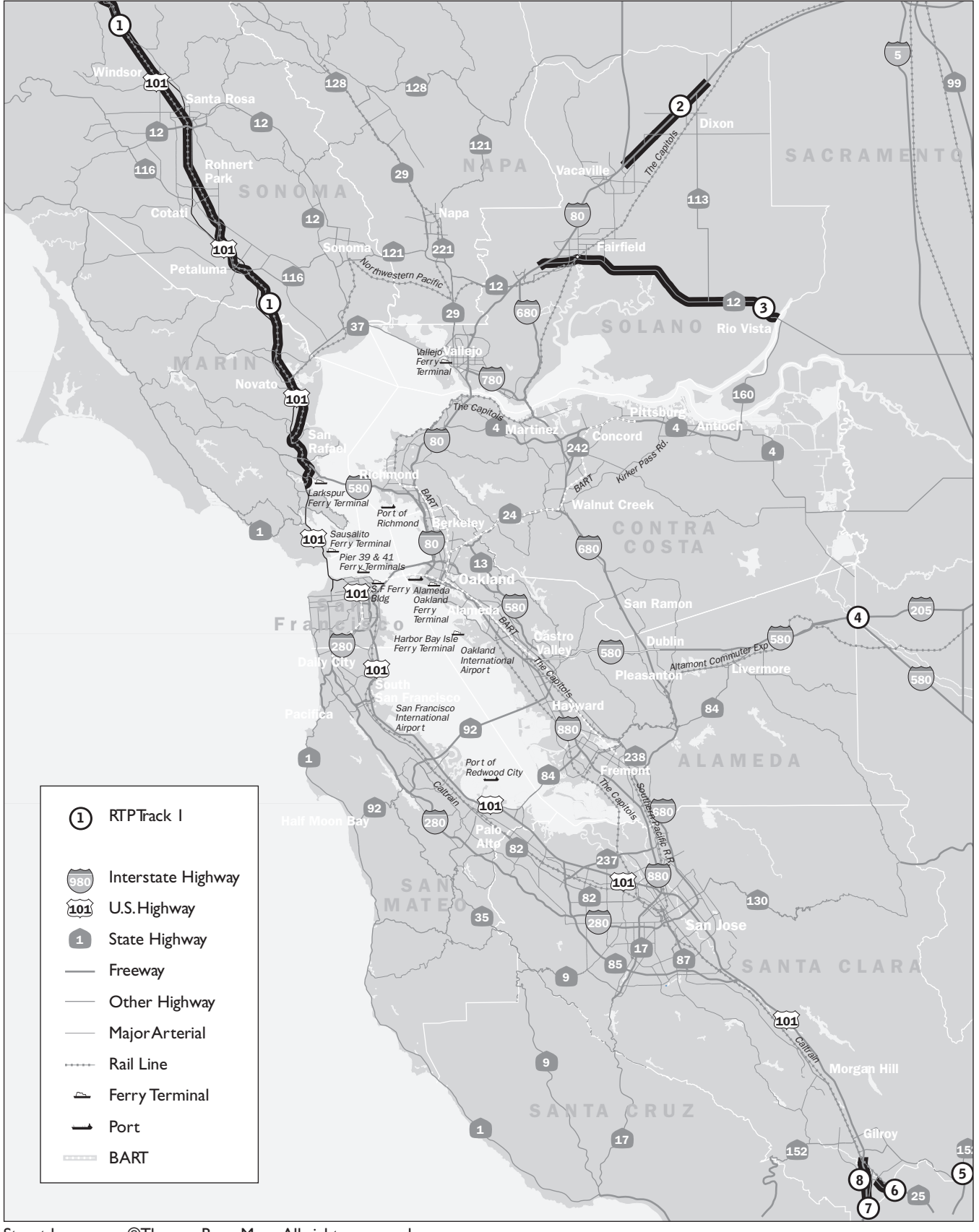


Figure 1.2-22

Interregional Gateways: Track 1 Projects

This page intentionally left blank.